



Hongkong Daily Press

ESTABLISHED 1857

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No. 20,125

號五廿百一第萬二第

日五初月一十年戌壬

HONGKONG, FRIDAY,

DECEMBER 22nd, 1922.

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號二十月二十年一十國民華中

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7.00 a.m. to 7.10 a.m.
7.30 a.m. to 8.00 a.m. every 15 minutes
8.00 " " 10.00 " " 10
10.00 " " 11.00 " " 15
11.30 " " 12.30 p.m. " " 10
12.30 p.m. to 2.30 p.m. " " 15
2.30 " " 4.00 " " 10
4.00 " " 8.10 " " 10
NIGHT CARS.
8.30 p.m. to 9.00 p.m. every 20 minutes
9.30 p.m. to 11.00 p.m. every 20 minutes
11.15 p.m. to 11.45 p.m. every 15 minutes

SATURDAY.
Extra Car—12 midnight.
SUNDAYS.
7.00 a.m. to 7.10 a.m.
7.30 a.m. to 8.30 a.m. every 15 minutes
8.30 " " 11.00 " " 10
11.15 " " 12.00 noon " " 15
12.00 noon " 1.00 p.m. " " 10
1.00 p.m. to 4.00 p.m. " " 15
4.00 " " 8.10 " " 10
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TIME-TABLE.

On and after FRIDAY, SEPTEMBER 15th, 1922, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS											
Stations	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10	No. 11
CANTON (Tai Koo Road)	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.
Shek Lung	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.
Shum Chiu	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.
Shum Chiu	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.
Shum Chiu	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.
Shum Chiu	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.
Shum Chiu	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.
Shum Chiu	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.
Shum Chiu	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.
Shum Chiu	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.
Shum Chiu	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.

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a.m. a.m. p.m. p.m.
Fauling dep. 7.45 11.30 4.30 8.30
Sha Tau Kok dep. 8.40 12.35 5.15 9.15
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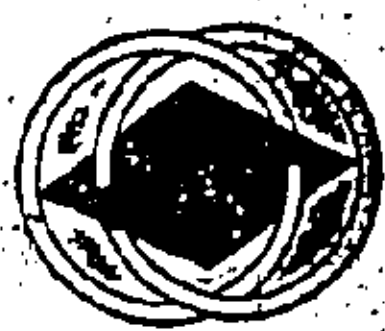
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VICTORIA BRITISH SCHOOL. THE ANNUAL PRIZE DISTRIBUTION.

Those who visited the Victoria British School, yesterday morning, to witness the annual distribution of prizes were impressed by the fluency with which the scholars spoke French. Five out of nine items on the programme of entertainment were in French. The children (even the smallest) in their French recitations and songs appeared to be quite at home with the foreign language. The Director of Education (the Hon. Mr. E. A. Irving) commented on this afterwards and referred to the singing and French of the scholars as excellent.

The prizes were distributed by Mrs. Severn who was accompanied by Mrs. Bullock. The Inspector of English Schools (Mr. E. Ralphs) as well as the Director of Education were also present.

The proceedings opened with a very pleasing entertainment by the children, the singing of the concerted items being one of the outstanding features. The individual items were rendered by Annie Stewart, Jack Wilson, Edith Glendonning, Edna Cowen, Becca McCubbin, Willie Eldridge, Laura Deane, and Willie Foulds.

The Headmistress then read her annual report, after which Mrs. Severn distributed the prizes to the scholars and was herself presented with a handsome bouquet of flowers in which violets predominated.

The Hon. Mr. Irving after thanking the children for their entertainment and Mrs. Severn for her attendance briefly referred to the Headmistress's report and said that nobody regretted more than he did the extraordinary concentration of illnesses the teaching staff had experienced. The school had been more like a hospital than anything else. He would say that a stronger staff was provided when the school reopened. The school had made good progress and, speaking professionally he thought the singing and French were excellent.

The proceedings closed with cheers by the scholars for Mrs. Severn, the Director of Education, the Inspector of English Schools and the Headmistress.

THE REPORT.

The Headmistress in her annual report for 1922, said:

The history of the year that has just finished has been somewhat catastrophic. I am not sure that "Kaleidoscope" would not be a more accurate term to describe the variations in the staff. It has been one long series of change, unavoidable, but none the less unfortunate. In March, Mrs. Clark went home for a much-needed holiday, and for a time Miss Newsholme acted as Headmistress. In April she handed over charge to Miss Cooper, B.A., but at the end of one month, Miss Cooper was obliged to go into hospital, and so passed over the reins of government to me. Meanwhile Mrs. Brawn and Mrs. Shaftain had both been ill. Mrs. Brawn with a broken leg, which kept her in hospital for weeks, and school was carried on under great difficulties, with this depleted staff. Fortunately, Mrs. Gooch had temporarily joined the staff, and was able to carry on the infant work.

May and June passed with only minor absences, but during the holidays, I followed Mrs. Brawn's bad example—fortunately not with such dire results. But the accident necessitated my going into hospital on my return and there I spent the first three weeks of the term, my place being taken by Miss Newsholme once more. By this time Mrs. Gooch had departed, partly for health and partly for family reasons, and her place was taken for a few weeks by Mrs. Masson. Soon Mrs. Masson found herself unable to keep on, and then Mrs. Evans joined the staff. I may say in passing that she is a most valuable acquisition. In October, Mrs. Atwell joined us from the Kowloon School, and for a very short time we were able to divide up mixed classes and give special attention to backward children. But such a state of things was obviously too good to last. At the beginning of November Mrs. Shaftain departed to the Matilda Hospital with a bad attack of pleurisy, and it was only on Monday last that she reappeared. Finally, and for health reasons again, for several weeks we have been deprived of the help of Mrs. Ross, the drill and needlework mistress. That is the tragic history of the year.

But in spite of it, some good work, I think, has been done, and in my opinion the tone of the school is good. The number on the books at present is 60. There was a time when I nourished a hope that these numbers might considerably increase, but so far that hope has not been realised. The health of the pupils has been quite fair—minor illnesses such as dengue and malaria have accounted for the lowering of the attendance average, but there has been no epidemic and only one case of serious illness. The curriculum has remained much the same. We have regrettably had to omit Cookery and Upper School drawing, but hope they may be restarted after the new year. On the other hand, we have been able to give more time to French, and I think, with good results.

One innovation has been made in the prize list. A prize is being given this year, called the "Courtesy Prize." It has been awarded by vote to the girl—it happens to be a girl—who is considered by the school to be the most courteous and unselfish of them all. No suggestions were made by the staff—it was left entirely to the pupils, and all, with the exception of the infant class, voted—and the prize is consequently given to Miss Polley. I should like to add that we are all eminently satisfied with the choice. Another prize—that for needlework—has also, I think, not been given, and that is awarded to Helen Stewart in Class 7. Owing to Mrs. Ross's absence there was, unfortunately, no examination this term, but Helen obtained 94 per cent. marks at the June examination, and maintains her high standard.

(Continued on next column.)

EDUCATION AMONG NON-ENGLISH PEOPLES.

SIR FREDERICK LUGARD AND THE HONGKONG UNIVERSITY.

Our London correspondent writes:—Sir Frederick Lugard delivered a very fine address at the Royal Colonial Institute in Northumberland Avenue under the title, "The Growth of Empire." By an unhappy chance, the night was foggy—but, in spite of this there was a good attendance. Sir Frederick spoke with a knowledge of his subject, as becomes a man who has held many high official posts in Africa, both east and west, and was Governor of Hongkong from 1907 till 1912.

One point which seemed to attract the audience in particular was his reference to education in other lands. He deprecated attempts to impose on foreign races Western systems of government and education until their development enables them to assimilate the new ideas to their advantage. The training of character, was he argued, of more importance than the training of the intellect, and that applies also to moral discipline. A case in point was provided by Hongkong University, founded so recently as 1912.

We have received a printed report of the lecture and from it we make the following extract:—In many of our Tropical dependencies it is admitted that the results of education have not been satisfactory, and the output, it is said, has been characterized by a lack of respect, for any authority, parental or other, and even by a tendency to sedition.

On the other hand, a University was founded in Hongkong in 1912 mainly for Chinese students. In the forefront of its declared objects the principles of co-operation and discipline were laid down. This year the community was disorganized by a series of strikes of a political nature. Trade and social life were alike paralysed. It seemed inevitable that the students—as in Egypt and India—would espouse the cause of Reaction. But the Vice-Chancellor reports that though it would have been entirely in accord with Chinese student practice elsewhere that the undergraduates should demonstrate on the same side, what actually occurred was a very striking testimony to the success obtained in inculcating the lessons of co-operation and discipline. When the whole of the servants joined the strikers the students devoted themselves with the utmost cheerfulness to cooking and to menial house duties. Sir W. Brunyate adds that the students had never been cleaner. When the staff of mechanics went out, the students manned the power station, and the medical students unanimously resolved to carry out hospital duties, which are regarded by Chinese as especially derogatory. If such results can be achieved in a university whose students are permeated by the prejudices of a most exclusive people, and the traditions of many centuries, surely they are capable of realization in primary and secondary schools, among primitive races who are both imitative and adaptable? Education is the chief agent in the social and political growth of each community. Its results are seen in the co-operation and common ideals which bind the Commonwealth together as a whole.

A re-arrangement has had to be made with regard to the scholarships, as Classes 4, 5 and 6 have been working together; and it was decided to give two scholarships to the two highest in the combined class. These two have been won by John Laing, who is just 11, and Edna Cowen, 10. The Class 7 Scholarship is won by Lyall Glendonning.

In conclusion I should like to take this opportunity of offering my real thanks to the assistant staff for their loyal support, and all their personal kindness to me. Mrs. Brawn and Mrs. Shaftain are going home very shortly—taking with them the friendship, good will and gratitude of the school.

PRIZE LIST.

Classes IV., V. and VI. (combined form prizes).—Edna Cowen; 2nd prize, John Laing.
Perseverance Prize.—L. Drumfield.
Class VII.—Lyall Glendonning (form prize); 2nd prize, B. Phillips; M. E. E. (perseverance).
Class VIII.—A. Stewart (form prize); 2nd prize, V. Bateman; M. Brown (perseverance).
Infant Class.—Charlie Sloan, Ian Henderson, Margaret Sloan, Helen Baker, E. Fowler, Maria Clarke, Maria Glendonning, Phyllis Cossart and Thomas Swan.
Sewing prize.—Helen Stewart.
Courtesy Prize.—Miss Polley.
Government Scholarship.—Lyall Glendonning, Edna Cowen and John Laing.

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" 30th ...	9.15 P.M.
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IN 1922.

RAW COTTON AND YARN.

The local consumption of raw cotton this year has been very small—amounting to 500 bales. The price has steadily risen from about 9d. per lb. in January to as high as 15½d. It has not been below 1½d. since the middle of the year. For the past month or so it has been over 14d.

The Cotton Yarn business was marked at the beginning of the year by a good demand for China New Year, but then came a period of stagnation due to the Seamen's Strike, resulting in an accumulation of stocks which proved a drag on the market. This state of affairs was aggravated by heavy shipments from Bombay throughout the summer months; and by the disturbed conditions which prevailed in the neighbouring provinces. Reduced demand led to a decline in values, but on reports of unsatisfactory cotton crops, the close of the year has seen an improvement. Total clearances of Indian yarn are estimated at 92,000 bales, as compared with 120,000 in 1921.

A noteworthy feature of the year has been the increasing demand in the South for yarn from Shanghai and Japan which has resulted in an almost complete absence of demand in the local market for the higher counts of Indian yarn. The position of the Indian yarn market generally has been made worse by the recent heavy fall in exchange, which gives local yarns a great advantage over those imported from India.

COTTON PIECE GOODS AND FANCY COTTON GOODS.

The year opened auspiciously with a Seaman's Strike threatening. This strike was declared about the end of January, and culminated in a General Strike which lasted until nearly the middle of March. During this time there was no business. All steamers landed their Hongkong cargoes at Singapore and/or Shanghai. The subsequent congestion and delay in forwarding the goods to Hongkong caused many dealers to miss their Spring Market, and the merchandise had to be carried over to the next season.

There has been a remarkable falling off in Staple, i.e. Grey and White Shirtings, and the turnover is probably only about a quarter of last year's. The reasons for this set-back are variously explained by the Chinese as being due to the lawless state of the Country especially Kwang Si, and/or to the fact that the natives are wearing their own clothing on hand looms. On the other hand, Dyed and Fancy goods have been in demand, and one imagines that the turnover for this year will not fall far short of 1921.

A month or two ago, the Piece Goods Guild asked for a revised Standard Form of Contract for Fancy Goods, and after a stated period declined to buy anything under the existing Standard Form of Contract. After somewhat protracted negotiations a final settlement has been arrived at which it is hoped will prove permanently satisfactory to all parties concerned.

The political situation in China remains chaotic, and it is very difficult to understand what is really happening.

The Manchester market has fluctuated throughout the year, but the prevailing tendency has been to weakness.

WOOLLEN GOODS.

The costly purchases made during the boom of the winter of 1919/20 were still in evidence in 1922. Early in the year several lots of blankets were bought at prices which seemed remunerative, but towards the end of the year, there was a steady decline in local values and further losses were made. Dealers were too scared to buy forward delivery, while conditions in the interior were so unsettled and Canton exchange going so much against them.

The cold snap in November brought a welcome change, and most European firms get rid of their stocks of blankets. Dealers were clamouring for stocks of Lustings, Camlets, Broadcloths, Heringsbones, etc., but none were to be had. Several orders for these goods have been placed for next winter and larger orders could have been put through had not exchange dropped, making Bradford prices and local rates wider to bridge. Merchants, too, are exercising extreme caution that only sales are made to reliable dealers who stood by their contracts during the 1920/21 crisis.

The year closed with prospects brighter than they have been for a long time, and if only the strike and turmoil so prevalent in the consuming districts would subside, 1923 should see the silver lining of the dark cloud that has been hanging over the woollen trade for the past year or two.

METALS.

Business during 1922 has been difficult both from Importers' and Dealers' points of view. The Seamen's Strike in the early part of the year, resulting in the over-carrying of large quantities of cargo, the constant troubles in the two neighbouring provinces, and the fluctuations in Continental Exchange have all added to the difficulties of negotiating satisfactory business. The turnover has been considerably below average, with many parcels ordered from Germany failing to arrive.

Prices for Steel Bars, Angles, Joists, at the beginning of the year stood at £10. per ton c.i.f., but have gradually slipped, and last quotations were round about £8. 10. 0. Dealers were paying in the early part of the year \$5 to \$5.25 per picul, but business during the last week has been closed at \$4.40.

Business in Steel Plates has been much below average, very few important transactions having been fixed during the last half of the year.

The Wire Nail trade has also been disappointing. Prices, however, have been very steady, with little fluctuation. Early in the year the price for the most common specification (1½-3") opened at 20/6 c.i.f.

and closed at 19/6. Dealers were buying early in the year at \$8.50 per picul bag, and last week paid \$5.65.

Most of the Wire Nail trade has been done by Belgian and Continental suppliers, American prices being considerably higher. The Scrap trade has been fair, but dealers have not made profits.

The largest consuming districts in Kwang-Si, have been cut off for a great part of the year, owing to the political troubles prices for Plate Cuttings have been steady, the price early in the year, standing at 142/6 per ton c.i.f., and closing at about 137/6. Dealers have paid \$4.00 down to \$3.50 per picul. A good business has been done in Bar Croppings, at prices ranging from \$4.20 to \$3.75. The "Old Horseshoe" trade is gradually dying out, supplies being very scarce.

Stocks of all lines are not large, and with the lower exchange now prevailing, dealers are well bought. Replacing costs are considerably higher than prices paid during the last two months. Given a respite from political troubles in the adjoining Provinces, business at the Chinese New Year, should improve, and dealers would then be in a position to recoup any losses made this year.

SUNDRIES.

On the whole, Sundries business during 1922 has been disappointing. Merchants have liquidated most of the stocks thrown back on them by bankrupt dealers in 1920/21 but quite a lot of Plate and Window Glass, Leather, Canvas, Embroideries, etc., have still to be disposed of.

A moderate business has been done in razors, fertilizers, watches, sewing machines, shoe findings and other lines too numerous to mention which come under the heading of Sundries.

German competition has made itself felt and a fair amount of business in clocks, dyes, etc., has been booked. The uncertainty of prices and delivery, however, are a serious hindrance to trade with Germany.

Native competition becomes stronger every year. New factories are springing up for the manufacture of goods previously imported through the foreign long, and merchants are finding that several of their largest customers are ordering their requirements direct from buying agents at home and from manufacturers.

In spite of all these obstacles, there is still quite a lot of business to be had if dealers could only be confident that goods will reach the intended destination when sent up-country and not fall into the hands of the gangs of robbers who infest practically the whole of the interior.

The pernicious practice still continues of embarrassed dealers being allowed to sell their assets to a party who takes no responsibility for the liabilities. It is almost incredible that trickery of this nature is tolerated in a British Colony and it is to be hoped that something will be done to enforce the registration of Chinese partnerships.

The drop in exchange towards the end of the year put the home prices beyond the reach of local values, and when one considers the conditions prevailing in Canton and the consuming districts, it is not to be wondered at that we are passing through one of the quietest periods of trading ever experienced in the China trade.

The prospects for 1923, however, are brighter, for stocks are low and, sooner or later, the troubles in Canton must cease and leave the track clear for the wheels of commerce.

RICE.

It is a sad thing to have to admit,—but nevertheless quite true,—that we have lost a very considerable portion of our trade in Siam, and Saigon like with the United States and the West Indies. Owing to the shipping facilities now available to them, Siam and Saigon shippers were not slow in taking full advantage of the opportunity offered them to wrest this trade from us,—and it looks as if Hongkong exporters will have a hard time ahead of them in re-capturing the business. A notable feature during the period under review was the importation of large quantities of Burma Rice, but on the whole the qualities were not satisfactory and serious claims resulted. A good deal of this rice was re-exported to North China, Canton, and other near-by river ports. Prices on the whole have ruled low and as good crops are expected both in Siam and Coochin-China, we may reasonably hope for ample supplies at cheap prices in the coming season.

"THE TEMPEST."

A FAMOUS PASSAGE.

"The Tempest" concludes with that grand passage in which Prospero foresees the dissolution of all material things. Part of it forms a fitting epitaph on Shakespeare's effigy in Westminster Abbey, and is also engraved on the walls of a magnificent cave of Fairbank stone at Swansea, which by its formation, grandeur, and embrace seems almost to invite a tempestuous and stormy sea.

"Spare you do look, my son, in a novel sort. As if you were dismay'd, be cheerful, sir. Our revels now are ended. These our actors, As I foretold you, were all spirits, and are melted into air, into thin air. And, like the baseless fabric of this vision, The cloud-capp'd towers, the gorgeous palaces, The solemn temples, the great globe itself, Yes, all which inherit, shall dissolve; And, like this insubstantial pageant faded, Leave not a wreck behind. We are such stuff As dreams are made on; and our little life Is rounded with a sleep.—Spare, I am vex'd; Bear with my weakness; my old brain is troubled.—Be not disturb'd with my infirmity: If you be pleas'd, retire into my cell, And there repose: a turn or two I'll walk To still my beating mind."

ALLEGED BREACH OF CONTRACT.
CLAIM FOR EXCHANGE DIFFERENCES.

At the Summary Court, yesterday, Mr. Justice Gompertz (Puisne Judge), heard an action in which John Manners & Co., Ltd. (formerly trading as Manners & Backhouse, Ltd.), sued Wong Fung Shek (trading as "Fung Shek Ore"), of 11, Des Vaux Road, for breach of contract.

Mr. T. H. H. Turner appeared on behalf of the plaintiffs, and Mr. E. Davidson for the defendants.

Mr. Turner explained that the plaintiffs' claim was for \$309.05, damages for breach of contract. He alleged that on August 23rd defendants agreed to deliver 30 cwt. of bismuth ore at a 65 per cent. minimum, at \$2.25 per unit per picul, free by lighter within four weeks. Defendant failed to do so, and on October 11th he definitely refused to carry out the contract. The plaintiffs had entered into an exchange contract with the Chartered Bank for \$345 in respect of this contract when the exchange was 2s. 7.7/16d. and resold to the Bank at 2s. 6.3/8d. when the defendant refused to carry out the bargain.

Mr. Davidson, urged that it was a most astonishing proposition to put forward that because his client had admittedly broken a contract for the sale of bismuth ore he was to be saddled not only with the damages for a breach of that contract, but also for losses resulting on another contract made by the plaintiffs with somebody else, of which he had no knowledge.

Mr. Turner argued that the plaintiffs had suffered a loss purely through the defendant's breach, and the latter was therefore clearly liable. If the defendant had delivered the goods, the loss would not have occurred. It was the invariable practice for merchants to enter into exchange contracts unless they took the risk of speculating.

His Honour reserved judgment in order to consider the law upon the point.

COURT MARTIAL CASES.

DESERTED HIS REGIMENT.

At a District Court, Martial held yesterday, at Murray Barracks, Pte. Lawler, of the 2nd Battalion, King's Regt. was charged with deserting his Regiment and with losing, by neglect, articles of equipment valued at £3.

The accused pleaded guilty to both charges.

Evidence was given to the effect that he was arrested in plain clothes in Spring Garden Lane, by members of the Garrison Military Police. His army record gave his service as three years and 187 days, and his age as a little over 21 years. He had been previously convicted at Aldershot on a charge of desertion.

The finding of the Court will be promulgated in due course.

A FAREWELL SEND OFF.

The other case before the Court was that of Pte. Langridge, of the 27th Company, R.A.M.C. who was charged with drunkenness on the night of December 2nd and with striking a person in whose custody he was placed. The accused pleaded "guilty" to the first charge and "not guilty" to the second charge.

The accused in a statement on oath said he had gone to see some friends off by H.M.S. "Indefatigable," and they had some drinks. He later went to the supper bar of the Soldiers' Club, where he apparently went to sleep on a table. His next recollection was waking up and finding two persons manhandling him, and he might have then struck out instinctively without intending to resist arrest.

Further evidence given was to the effect that the accused said to the Lance-Corporal, "You are not putting me in the 'guardroom.' The accused in his statement absolutely denied this.

The finding and sentence of the Court in this case will also be promulgated in due course.

KOWLOON OFFICERS' MESS ROBBERY.

MESS COOLIE SENT TO PRISON.

As the result of a number of robberies at the Royal Artillery Mess, Granville Road, Kowloon, a former coolie of the Mess was charged before Mr. J. R. Wood, yesterday, with the Magistrate, with stealing articles of clothing and jewellery from Capt. J. M. Murphy, and Capt. O. S. Cunningham.

The accused pleaded guilty to stealing one pyjama jacket and a pair of white flannel trousers belonging to Capt. Murphy, and one felt hat and a pair of cuff links from Capt. Cunningham.

Capt. Cunningham informed his Worship that on the third Sunday in November he returned to the mess from Lyman and left his felt hat on the hat-stand. After supper he noticed it was missing, but did not report the matter because he thought a fellow officer might have taken it in mistake. But the hat was never found. On the 13th inst. he missed a pair of cuff links. Capt. Murphy found that he also was missing articles of clothing.

Sub-Inspector Shannon stated that the defendant was arrested outside a brothel in Yau-mai, wearing the clothing he had stolen.

The accused was sentenced to six weeks' hard labour on each charge.

PARODIERA RUSTICANA.

[BY ORIENTS.]

II.

THE FEATS OF THE YOUNG MEN.

(With apologies to Keats.)

Now the evening time is opened, now the moon winds are loose,
Now we want to get away to clear the brain.

Now the Young Men's minds are troubled with a whisper of the blues,
Now the Mrs. Bay makes its medicine again.

Who hath seen the merchants worried? Who is wearied with the town?
Who hath lain awake to hear the wild deer's cry?

Who hath tried to do some business with the dollar dropping down?
Or is tired of going tramwise to the sky?

He must go-go away from here! On the other side the range he's overdue,
Send your road is clear before you when the Cruising fret comes o'er you!

And the Mrs. Bay calls for you! So for one the wild waves washing upon the weather bow,
And for one the joy of making a good tack,
And for one the calmer waters where we halt and take our "chow."

And for one the walking up a mountain track. Who hath felt the chill at twilight? Who hath seen the hill-fires burning?

Who is quick to hear the voices of the night? Let him follow with the others, for the cruising men are yearning!

For the coxes of proved desire and known delight. Let him go-go, etc.

Do you know the bamboo bending? Do you know that rippling stream,
With the muddy-watered path at the end; And the bar of sun-warmed shingle, where a man may loiter and dream,
And the grunt of coolies sweating round the bend?

It is there that we are going, and at night-time we are reading
By a smoky smelly lantern that we know, On a couch of well-stuffed mattress, with our mouth a fragrant weed in,
For the Mrs. Bay calls us out and we must go.

They must go-go, etc.

Do you know the Starling Inlet, here the seas are steep and short,
Where the high-sterned fishing junks do bob and ride?

Do you know the toil of threshing miles to leeward of your port,
In the dark with fishing-stakes on every side?

It is there that I am going with a lively pal and chum,
Just a cheerful long-limbed loafer that I know;

He can take his chance of drowning as the fierce gusts make things hum,
For the Mrs. Bay calls me out, and I must go!

He must go-go, etc.

Do you know the stucco village where the samshu dealers trade?
Do you know the reek of fish and wet bamboo?

Do you know the swarming stillness of the wind-foraken glade,
Where the lazy loafing padi birds flap through?

It is there that I am going, with my Kipling and kimono,
To a charming sandy inlet that I know—

To a place for getting water that drips brightly down a stone,
For the Mrs. Bay calls me out, and I must go!

He must go-go, etc.

Boy or boatman, cook or coolie—he is waiting, like a sphinx,
For the motor-car's arrival or the train,
On the Tai-po Station platform amongst the "chow" and drunks.

And piles of stuff enough to turn the brain. Then we trail along the pier, and we cram into the dinghy
And we're on board the lugger once again.

And we go-go away from here! On the other side the Bay we're overdue!
Send the course is clear before you,
With no rock ahead to gory you,
When the Mrs. Bay calls for you!

AN ILL-REQUITED SERVICE.
ONE HOUSEBOY ROBS ANOTHER.

A houseboy employed at No. 28, Hamphrey's Buildings, Kowloon, recently engaged another to assist him at a dinner party. The assistant ill-requited his friend by stealing from him one pair of gold-mounted rattan hangers and three gold rings.

Information was given to the police, in consequence of which the thief was arrested. In the meantime he had sold two of the rings to a goldsmith's accountant in Circular Quay, and had hidden the other articles in a basket.

As the Magistrate, yesterday, Mr. J. R. Wood (sitting on the bench) stated that he did not wish to press for a conviction, because it now appeared to him that the accountant had acted bona fide.

Mr. D'Almeida, solicitor, who appeared for the accused, said that the purchase was made in the ordinary course of business, as the firm's account book would show.

The accountant was discharged.

PRESENTS.

MESSRS.

MAPPIN & WEBB

HAVE SENT US A NICE
SELECTION OF INLAID TORTOISE SHELL.

TRINKET BOXES.

PUFF BOXES.

HAIR TIDIES.

PIN TRAYS.

BRUSH SETS.

&c. &c.

EXQUISITE CHRISTMAS GIFTS!

WE HAVE ALSO RECEIVED A CONSIGNMENT
OF THE FAMOUS

"ROLEX" WRIST WATCHES

THE WATCH WITH THE GUARANTEE.

LANE, CRAWFORD, LTD.

CAFE WISEMAN'S

CHRISTMAS SPECIALITIES.

WALNUT, MOCHA, COCOANUT GATEAUX

Made under ideal conditions in Daylight Bakeries, these cakes are unsurpassed for freshness, fine flavour and quality.

From 1.00.

SCOOOTH SHORTBREADS

(ROUND)

Each 50 cts. and \$1.00.

LANE, CRAWFORD, LTD.

RECORDS FOR CHRISTMAS

7198 GOOD KING WENCESLAS
GOD REST YE MERRY GENTLE-
MEN7190 CHRISTIANS AWAKE!
HARK THE HERALD ANGELS
SING7192 THE FIRST NOEL
(WHILE SHEPHERDS WATCHED
GOOD CHRISTIAN MEN, RE-
JOICE
O COME ALL YE FAITHFUL7136 CHRISTMAS MEMORIES
PARTS 1 & 27137 CHRISTMAS HYMNS
PARTS 1 & 2

ANDERSON'S.

Powell

TELEPHONE C. 3146.

(Hongkong Hotel Buildings).

Have a Very Choice Selection of

Socks	Handkerchiefs (in Silk and Cotton)	Sweaters
Gloves	Scarves (in Silk and Wool)	Waistcoats
Shirts	Studs and Links	Attache Cases
Bags	Dressing Gowns	Hair Brushes

They are the Most Suitable and Acceptable

CHRISTMAS PRESENTS

FOR GENTLEMEN

THAT YOU CAN MAKE

Being of Reliable Qualities they will give Complete Satisfaction.

NECKWEAR

is a Specialty with us and we have for This Season a Splendid Assortment.

For the convenience of our Customers we are remaining open until 6 p.m. during this Week.

NEW ADVERTISEMENTS

NOTICE

A CHRISTMAS TREAT will be given by the Members of the Catholic Union Club and their Friends to the Pensioners under the care of the Society of St. Vincent de Paul on **SUNDAY, 24th DECEMBER, 1922**, at 3 P.M. Subscribers and their Friends are cordially invited to attend.
J. D. OSMUND, President.
[1971]

A. S. WATSON & CO., LTD.

NOTICE

ON **SATURDAY, 23rd DECEMBER**, all Departments will remain open until 7 P.M.

ON **CHRISTMAS DAY**, and on **TUESDAY, 26th INSTANT**, all Departments will be closed.

On These Days: The Hongkong Dispensary, Dispensing Department, will be open for dispensing prescriptions, from 10 A.M. to 1 P.M., and 6 P.M. to 7.30 P.M.
A. S. WATSON & Co., Ltd.
Hongkong, 21st December, 1922. [1970]

DANCING.

PALACE HOTEL, KOWLOON.

SPECIAL ATTRACTION.

BY kind permission of Capt. C. S. BENNING, R.N., D.S.O., The popular **JAZZ QUARTET** of H.M.S. Titania will play at the above Hotel on **SATURDAY, 23rd, Dancing 9 P.M.** During the Evening Don G. MERLE, the Famous Entertaining Magician, will give a Performance. [1967]

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S STEAMER "SARONIA".

ARRIVED HONGKONG ON 21st Dec., 1922.

FROM ANTWERP, LONDON, PORTSAID, ADEEN, COLOMBO & STRAITS.

CONSIGNEES of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where such consignments will be sorted out, marked by mark and delivery can be obtained as the Goods are landed. Options goods as the Goods are landed. Instructions have been given to the contrary 6 hours before arrival of the steamer. Goods not cleared within 8 days, including date of arrival will be subject to rent. No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on Mondays and Thursdays. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godown.

MACKINNON, MACKENZIE & CO., Agents.
Hongkong, 21st December, 1922. [1966]

NOTICE TO CONSIGNEES.

THE BEN LINE STEAMERS, LTD.

FROM ANTWERP, MIDDLESBRO, LONDON AND STRAITS.

The Steamship "BENLOMOND".

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 10th Jan., or they will not be recognised. All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on the 27th inst., at 10 A.M. No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents.
Hongkong, 20th December, 1922. [1965]

NOTICE TO CONSIGNEES.

"ELLERMAN" LINE.

FROM HAMBURG, BREMEN AND ROTTERDAM.

THE Steamship

"CITY OF YORK"

having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Holt's Wharf, whence delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 27th December, 1922, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before 3rd January, 1923, or they will not be recognised. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays or Fridays between the hours of 10.45 A.M. and Noon, within the free storage period of one week. No Fire Insurance has been effected. Bills of Lading will be countersigned by THE BANK LINE, LTD., General Agents.
Hongkong, 21st December, 1922. [1968]

INTIMATIONS

BANK HOLIDAYS.

IN accordance with Ordinance No. 5 of 1918, the EXCHANGE BANKS will be CLOSED for the transaction of PUBLIC BUSINESS on **MONDAY and TUESDAY, the 25th and 26th INSTANT**.
Hongkong, 20th December, 1922. [1960]

G. R.

IMPORTS & EXPORTS DEPARTMENT.

CHRISTMAS AND NEW YEAR HOLIDAYS.

THIS DEPARTMENT will be open for all purposes till 12 Noon on **MONDAY, the 25th DECEMBER, 1922**, and 1st JANUARY, 1923, and for payment of Liquor Duties only on **TUESDAY, the 26th DECEMBER, 1922**. Licensed Warehouses will be entirely CLOSED on those dates.

N. L. SMITH, Superintendent, Imports and Exports.
Hongkong, 20th December, 1922. [1961]

NOTICE

THE Police Recreation Club XMAS DRAW will take place on **SATURDAY, December 23rd**, at 5.30 P.M., and as stated on the tickets, **Friday, December 22nd**. [1957]

DAIRY FARM NEWS.

ICE CREAM.

WE hereby beg to remind our numerous Customers that their Orders for ICE CREAM must be placed 24 hours before delivery is required. [1963]

G. R.

QUEEN'S COLLEGE.

THE NEW SCHOOL YEAR begins on **WEDNESDAY, JANUARY 3rd, 1923**. There will be a small number of seats available, and new boys applying for admission should attend for examination on **FRIDAY DECEMBER 29th**, at 9 A.M.

In the case of beginners in English (who should have done 3 years' Chinese) preference will be given to the sons and relatives of Old Boys.

The School Prospectus for 1923 may be obtained on application to the Clerk, **BERTRAM TANNER**, Head Master. [1925]

HONGKONG BOXING ASSOCIATION.

2ND TOURNAMENT OF THE SEASON.

SATURDAY, DECEMBER 23rd, at 8.15 P.M.

at the

THEATRE ROYAL.

MAIN EVENT:

15 ROUNDS CONTEST FOR THE MIDDLEWEIGHT CHAMPIONSHIP OF THE COLONY AND THE "HONGKONG DAILY PRESS" BELT:

A. B. DUNCAN, C. P. O. CALLAGHAN, H.M.S. Magnolia, v. H.M.S. Titania.

Two Lightweight Contests, One Featherweight Contest, One Welterweight Contest, One Middleweight Contest and One Bantamweight Contest, all of Six Rounds each.

BOOKING AT MOTRUES: Members—20th December. General Public—from December 21st.

USUAL PRICES.

NEXT TOURNAMENT—Saturday, January 27th at the

THEATRE ROYAL.

A Band will play between the Events. [1915]

P. & O. S. N. CO.

STEAMERS FOR

STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS & LONDON.

Through Bills of Lading issued for Batavia, Persian Gulf, Continental, American, and South African Ports.

THE Steamship "SICILIA," Captain K. Jenkins, calling at Her Majesty's Mails will be despatched from this Port on or about **SATURDAY, 23rd DECEMBER, 1922**, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuable and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London. Parcels will be received at this Office until Noon, the day before sailing. The contents and value of all packages are required. For further particulars apply to—

MACKINNON, MACKENZIE & CO., Agents. [1941]

THE CORONET.

2.30, 5.15 & 9.15.

THE THREE MUSKETEERS.

KOWLOON THEATRE.

MAN AND HIS WOMAN.

INTIMATIONS

NEWS FROM THE OLD COUNTRY.

SEND 13/- and we will mail you regularly every week for 52 weeks a copy of any British Weekly Newspaper, such as: Lloyd's, People, The Bits, Pearson's, etc., etc. A different paper sent weekly, or the same publication for 52 weeks. 13/- pays for a year's subscription, including postage. Most unique and up-to-date service, greatly appreciated by members throughout the Empire.

Send 13/- to-day to PERIODICAL POSTING CO., Plymouth, England. [1781]

SAFE, Sure and Guaranteed Cure for Leprosy, Leucoderma, Patches, Marks, Eruptions, Pimples, Eczema, etc., in Four Weeks. Patients willing to be treated by Post are requested to write: R. 7 to B. (33.50) Per Week. Full particulars Free under cover. "Six" Works, Beadon Square (H.P.), Calcutta (India). [1489]

THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

PAYMENT OF FINAL DIVIDEND ON SHARES FOR THE YEAR ENDING 30th JUNE, 1922.

THE Board having declared a FINAL DIVIDEND of 3 1/2 (Three and a half per cent), free of Income Tax, for the year ending 30th June, 1922, holders of Share Shares and holders of Dividend Warrants received from London on account of Registered Shares, will be paid their dividends on presenting No. 21 Coupon of the Share Shares, and Dividend Warrants on Registered Shares, to either of the following Banks at Shanghai or Tientsin:—The Hongkong and Shanghai Banking Corporation, The Chartered Bank of India, Australia and China, The Russo-Asiatic Bank, The Banque Belge Pour l'Etranger. The payments will be made in either Dollars or Taels as the holder may wish, at the buying rate of exchange of the day.

P. C. YOUNG, Acting General Manager, KAILAS MINING ADMINISTRATION. [1921]

FARMHOUSES

VALUABLE LEASEHOLD PROPERTY Situate

No. 13, WING HING STREET, VICTORIA, HONGKONG.

To be Sold by Order of the Mortgagee

By PUBLIC AUCTION, IN ONE LOT

On SATURDAY, The 30th DAY OF DEC., 1922, at 3 o'clock P.M.

By Messrs. LAMBERT BROTHERS & CO., Auctioneers.

THE Property consists of First ALL THAT piece of parcel of ground situate at Victoria in the Colony of Hongkong, and registered in the Land Office as SECTION A of INLAND LOT No. 2166 together with the messuages erections or buildings thereon now known as No. 13, Wing Hing Street and

Secondly ALL THAT strip of land at the rear of the said Section A of Inland Lot No. 2166 being a scavenging lane. All of which premises are held for the residue of the term of 75 years from the 15th day of May 1848, created by the Crown Lease thereof together with the valuable machinery now situate in or upon the said premises and all in or upon the said premises and Conditions of sale may be obtained from Messrs. HASTINGS & HASTINGS, Solicitors, 8, Des Voeux Road Central, and Messrs. LAMBERT BROTHERS, Auctioneers. [1287]

"GLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM, GENOA, PORT SAID & COLOMBO.

THE M.V. "GLENBEG"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained.

Goods not cleared by the 23rd Dec., 1922, at 5 P.M. will be subject to rent. All broken, chafed and damaged packages are to be left in the Godowns where they will be examined in the presence of Consignees by Messrs. Goddard & Douglas on 23rd Dec., 1922, at 10 A.M. Claims against the steamer including those for cargo short delivered must be presented on the special form provided, and must also be submitted within 30 days of arrival otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.
Hongkong, 18th December, 1922. [1939]

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MARRIAGE.

The marriage of Mr. D. W. Tratman to Miss R. E. Malory-Farmer will take place at St. John's Cathedral on Friday, the 12th January, at 3 p.m. Invitations are not being issued, but friends will be welcome at the Church and afterwards at the Hongkong Hotel. [1969]

HONGKONG OFFICE: 104, DES VOEUX RD., O. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, DECEMBER 22ND, 1922.

THE CAPITAL LEVY PROPOSAL.

SINCE the electors of the United Kingdom were being preached to by Labour candidates regarding the advisability of meeting the war debts of the nation by a levy on Capital, a referendum has been taken in Switzerland on a similar project, intended in this case to raise a large sum of money for social reforms. The proposal was defeated. In England the leading advocate of the levy was Mr. J. R. CLYMER. In a statement made by him on the subject he says the country is at present staggering under a debt of upwards of £2,000,000,000; the interest on which exceeds 335 millions a year. No economies, however drastic, which may be put forward by the Government could touch anything but the fringe of this problem. What the Labour Party suggests is that the country must realize part of its capital and clear off the incumbrance with which it is burdened, just as a private debtor would be required to do. Its view is that the country should call upon its citizens to contribute towards meeting the huge national indebtedness resulting from the war, as it called upon its sons to sacrifice life and limb in its service. The relief, Mr. CLYMER says, would be felt at once. Taxation could be reduced and the public credit both at home and abroad improved enormously. He recognises that any scheme adopted would have to be administered carefully in order to cause the least possible inconvenience and damage to trade, but the Labour Party

believes the difficulties can be surmounted. "No tax or levy was ever proposed," he adds, "without the same sort of gloomy prophecy. Time has falsified them all. Time will not wipe out the debt, and if statesmen shrink it others must undertake an unpopular duty." Mr. H. G. WELLS, who stood, we believe, as a Labour candidate in the general election, would prefer the levy to be on "inflated fortunes" rather than on "capital,"—a distinction with very little difference. JOHN RUSKIN lays it down in one of his essays on political economy that no man can become excessively rich except through the unjust taxation of other men's labour, and this obviously is the gospel which inspires the Capital levy proposal, or, at any rate, assures for it a welcome by the socialists.

Now that it has been formulated as one of the principal planks in the programme of the Labour Party—a party which is acquiring a growing influence in British politics—the nation is likely to be having this panacea for its ills constantly recommended. But it requires very little study to satisfy anyone that a levy on capital would work incalculable disaster. Viscount GRAY has exposed the fallacy in a few simple sentences. "It seems obvious," he said, "that if a man has £50,000 invested in works, and you are going to take from him, say, £5,000 of his capital, he is going to have less working capital and if he thought of extending his works he is not going to be able to do so. If he had barely enough capital to keep the works going, the works are going to shrink rather than to be extended. There is going to be less employment, and how he is to raise £5,000 at the same moment that everybody else is trying to raise £5,000 I cannot see."

Taking the case of the man with a fortune of £50,000, which Mr. H. G. WELLS would probably regard as an "inflated fortune," Lord GRAY very pertinently said:—"The point is not whether it is unjust to get the £5,000 from him, but how you are going to get it when you are asking large sums from other persons at the same time. He cannot do it by writing a cheque on his bankers. He will have to sell more of his shares, and to sell shares there must be somebody ready to buy them. If everybody is going to have a capital levy on him at the same time, how is he going to get the money, and how is the Government going to get it?" That is the answer to the argument. A levy on capital such as the Labour Party advocates is manifestly not practical, and, if ever the time comes when Labour rules, it is perfectly clear that it must result in a shrinkage of industry and consequently in great aggravation of the problem of unemployment. Yet the proposal is advanced by the Labour Party as a means of solving the unemployment problem. Obviously the only way in which that problem can be solved is by improving the trade of the country, and that cannot possibly be assisted by a levy on capital. There was an interesting correspondence in *The Times* on this subject early in November. One of the contributors to the discussion put the case against the levy in these striking terms: "In recent appeals for fresh capital, in order to expand production, a moderate risk has been valued at a prospective rate of interest varying from 7 1/2 per cent, to 10 per cent, and a greater risk at a promised rate of profit varying from 12 1/2 per cent. The near approach of a levy will raise these rates by at least 50 per cent, and its imposition will double them and maintain them at or near that level for a long period of years. Under these circumstances, what can be the prospect of any expansion of industry such as could appreciably reduce unemployment?"

To-night's Final Dress Rehearsal of *The Tempest* will be strictly private and only those who have received special cards of invitation will be admitted.

On Wednesday night a burglar entered a contractor's flat at No. 1, Peking Road, Kowloon, and got away with \$5,500 which was hidden in one of the beds.

The total amount of insurance involved in the fire at Wongahs (Canton) reported in yesterday's issue is given in the Chinese papers as \$130,000, of which \$80,000 is shared by foreign firms.

With regard to the *Sui An* piracy, we are given to understand that the police at Canton are pursuing their task of tracking down the pirates with diligence. Good progress has been reported within the last few days, and it is hoped that some arrests will be made shortly.

Sir Ronald Macleay, the new British Minister to China, and Lady Macleay, have had to postpone their departure from London for Peking until December 22nd, and will sail on the *Morea*.

Sir Frederick Lugard (a former Governor of Hongkong) has recently given at the London School of Economics a course of three lectures on "Economic and Administrative Problems of the British Tropics."

The scrapping of the earlier "C" class of light cruiser, several of which are on the "China Station," has begun, a start being about to be made with the *Cordelia* and the *Caroline*, the former having been placed on the disposal list and the latter about to be placed thereon.

Vice-Admiral Sir Michael Culme-Seymour, Bart., an officer very well known on the China Station, has been selected for the appointment of Commander in Chief of the North America and West Indies Station, which now links up in the Pacific with the China Station. He will take over the appointment at the beginning of 1923.

The first copy of the Medal struck by the London School of Tropical Medicine to commemorate the services of Sir Patrick Manson, for long the medical adviser to the Colonial Office, has just been minted and presented to his widow. It is the intention of the school to present the medal annually to students of distinction in clinical work. The medal bears the portrait of Sir Patrick Manson.

Mr. H. Y. Moh, proprietor of a number of cotton mills in Shanghai and Honan, and a member of the Chinese Advisory Board to the Shanghai Municipal Council, has given \$100,000 for the establishment of a girls' middle school in the Chinese City. Mr. Moh, who is a returned student, has just returned from Honolulu where he acted as Chinese delegate to the Pan-Pacific Union's Commercial Conference.

We observe that in the election campaign at Home Mr. Harold Begbie suggested that voters of the Sparkbrook Division, especially the women voters, should ask Mr. Amery "whether he will make it his duty to see that immediate justice is done to Commander Haslewood, without whose self-sacrificing support of Mrs. Haslewood a system utterly abhorrent to English nature would still be flourishing under the British flag." The reference is to the *mini test* question in Hongkong. Because Commander H. L. Haslewood, R.N., refused to prevent his wife from publishing the facts, pressure was put upon him to resign his appointment at Hongkong.

THE LATE MAJOR DONALD MACDONALD.

THE FUNERAL.

By the latest mail we learn that the late Major Donald Macdonald underwent an operation at The Princess Christian's Nursing Home at Windsor, (which is about twenty minutes' motor drive from Virginia Water, where he resided). The operation was a complete success, but unfortunately his heart failed some hours later and he passed away at 7.30 on Sunday evening, November 5th.

He was buried in the churchyard at Virginia Water on November 8th. Besides his only son, Lieut. H. C. Macdonald, R.N., and Mr. Duncan Clark (an old friend and recently a near neighbour), as chief mourners, there were present: Mr. H. F. Carmichael, Mr. P. H. Holyoak, Mr. G. C. Moxon, Mr. Evan Armstrong, Mr. A. Ritchie, Mr. R. P. Thurnfield, Mr. A. E. Griffin, Mr. H. J. Gedge, Mr. Frank Graham, Mr. A. C. Hay, Dr. Nicholson and Captain A. Balbirnie (West Kent Regt.).

The deceased gentleman left a wife and two children—Lieut. H. C. Macdonald, B.N., and Mrs. K. Pope, wife of Commander K. Pope, R.N., H.M.S. *Constance*, stationed at Bermuda.

CORRESPONDENCE.

SOLDIERS AND THE PEAK TRAM.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

SIR,—With reference to the letter signed by "Fascist" in yesterday's issue of your paper, while his "moan" appears legitimate yet his concluding remarks about the military crowding him out of his city and his tram are offensive. If he will take a short trip to Stanley and acquaint himself with the history thereof he may realize to whom he owes his city and his tram. If he knows the 2.30 tram is empty, his remedy for being crowded out is obvious—Yours, etc.,

DE MORTUIS.

Hongkong, December 20th, 1922.

[But the point is that time is of importance to the business man, and he can less afford to wait than can the soldiers who are going to play football. Our correspondent may also be reminded that there would be no Peak tram for soldiers if civilians did not pay very much higher fares than are charged to the men of the Services. For that reason alone the business man is entitled to the consideration for which "Fascist" pleaded.—Ed.]

CABLES.

[THROUGH REUTER'S AGENCY.]

INTER-EMPIRE TRADE DEVELOPMENT.

SOLUTION OF THE UNEMPLOYED PROBLEM.

LONDON, December 20th.

Sir William Joynton-Hicks was the guest of the Colonial Institute at luncheon on taking over the Overseas Trade Department. He emphasised that the sole remedy for the present unemployment in Great Britain was the development of inter-empire trade. He pointed out that British trade was down £200,000,000 worth, and the deficiency would have absorbed over ninety per cent. of the unemployed.

There was no possibility of the Continental market reviving for many years; therefore, a prime essential was to develop Dominion trade. He quoted figures showing that all the Dominions imported less from Great Britain and more from the United States.

COLONIAL IMPORTS FROM BRITAIN DECLINE.

New Zealand's imports during the past thirty years from Great Britain had declined from 67 to 52 per cent.; whilst her imports from the United States had risen from 5 to 16 per cent.; Australia's imports from Great Britain had fallen from 63 to 50 per cent., her imports from the United States rising from 6 to 19 per cent.; South Africa's imports from Great Britain had fallen from 84 to 75 per cent., whilst imports from the United States had risen from 3 to 14 per cent.; Canada's imports from Great Britain had fallen from 48 to 17 per cent., whilst her imports from the United States had risen from 40 to 67 per cent.; and India's imports from Great Britain had fallen from 75 to 63 per cent., whilst imports from the United States had risen from 3 to 8 per cent.

There was naturally a strong demand in the Dominions having nascent industries for protection against the whole world, including Great Britain, and the latter had got to face the facts. He could only ask in the forthcoming Economic Conference for suggestions regarding the improvement of inter-empire trade, in full realisation that there was no suggestion of any kind by the Imperial Government that the Dominions should in any wise give up the industries they had started. He emphasised the need of emigration, both from the viewpoint of Great Britain and the Dominions.

DEADLOCK AT LAUSANNE.

TURKS' UNCOMPROMISING ATTITUDE.

LAUSANNE, December 20th.

The meeting of the Capitulations Sub-Committee this morning ended in a deadlock and the question must be referred to a full committee. The Turks were uncompromising in their attitude, insisting on placing foreigners in Turkey under the jurisdiction of native tribunals and the laws of Turkey, rejecting an Allied proposal to appoint European assistant judges designated by a permanent Court of Justice.

RUSSO-TURKISH ATTITUDE CHANGES.

LAUSANNE, December 20th.

Fears that the conference would end in a rupture were dissipated after a meeting of the No. 1 Commission lasting for only an hour and a half. Lord Curzon returned to his hotel and looked most pleased. When questioned, he smiled at the idea of a rupture and said, on the contrary, that the Turks had displayed a most conciliatory attitude, whilst the Russians were silent at the sitting.

TURKEY ACCEPTS MAIN PROPOSALS.

LAUSANNE, December 20th.

Turkey has accepted the Allied proposals as regards the passage of the Straits, except the point connected with ships' signalling. She still objects, however, to the Straits Commission controlling the demilitarised zone.

AMERICAN DELEGATION'S ATTITUDE DEFINED.

LAUSANNE, December 20th.

In view of the inaccurate reports and doubts regarding the American attitude in respect of the control of the Straits, the American delegation has issued a statement emphasising the opinion that freedom of the Straits is better served by reliance on treaty rights than on an international commission.

WASHINGTON AGREEMENT.

FRENCH NEWSPAPER EXPRESSES DISSATISFACTION.

PARIS, December 20th.

Discussing the Government's decision to recommend Parliament to ratify the Washington agreement the *Echo de Paris* complains that the agreement does not favour France, because on December 16th, 1921, the French delegates were suddenly confronted by an Anglo-Japanese-American accord which had been negotiated in the greatest secrecy.

The paper hopes that Britain and America will truly appreciate the concession to which France is asked to agree, and says the debate on the agreement in the French Parliament will probably coincide with this France will have an opportunity of judging the benevolence displayed towards her.

GERMAN LOAN NEGOTIATIONS.

A LOAN IMPOSSIBLE.

NEW YORK, December 20th.

Mr. T. W. Lamont, of Messrs. Morgan's, referring to newspaper reports giving the impression that the German envoy's request for a loan had been refused, said they told Herr Wiedfeldt that a loan was impossible because at present the American public would not consider buying the bonds and also that Messrs. Morgan's could not recommend subscriptions to such a loan to investors at present.

TOBACCO PROFITS.

B.A.T.'S FINE DIVIDEND.

LONDON, December 20th.

The British American Tobacco Co.'s net profits for the year total £1,400,000, compared with £1,320,000 last year. A dividend of 25 per cent. has been declared, compared with 21 per cent. last year, the amount carried forward being £3,270,000.

IRISH REBELS' FUNDS.

U.S. SUPREME COURT'S DEMAND.

NEW YORK, December 20th.

The Supreme Court has adjourned until December 27th the hearing of the Free State Government's application for an injunction to prevent the rebel leaders, De Valera and O'Mara, withdrawing the funds, totalling 21 million dollars, collected in the United States. The Judge demanded assurances from the Free State representative that O'Mara, who is now in prison in Ireland, would not be executed until the commission appointed by the Court had arrived in Ireland to take his testimony.

DAVIES CUP COMPETITIONS.

NEW ZONING SYSTEM APPROVED.

LONDON, December 20th.

A conference of delegates of various tennis-playing countries, including Mr. Slocum on behalf of Japan, approved the proposed zoning system, under which the Davis Cup Competition will be divided into two sections, American and European. Each entering nation will declare the section in which it desires to compete and the winners in each section will meet to decide which shall challenge the holders. The rule has been adopted for a more equitable division of the receipts and expenses of competing nations.

THE BAVARIAN OUTRAGES.

FULL APOLOGY INSISTED ON.

PARIS, December 20th.

The Passau, Ingolstadt and Stettin incidents are not yet closed. The Ambassadors' Conference, replying to the German Note of December 10th, demands that Bavaria and the local authorities shall be included in the German apology, which shall be officially published, and it insists on drastic punishment of all those responsible.

INDO-BURMAH OILFIELDS.

COMPANY REORGANISATION PROPOSED.

LONDON, December 20th.

The directors of the Indo-Burmah Oil fields, which had £7,507 in cash remaining on March 31st, propose a reorganisation of capital with the object of writing off half the issued amount and raising £1,665,000 by offering preference shares to shareholders proportionately to their holdings, the whole issue to be provisionally underwritten.

POLAND'S NEW PRESIDENT.

UNIVERSITY PROFESSOR ELECTED.

WARSAW, December 20th.

The National Assembly of the Republic, by 295 votes against 227 cast for Morawski, the candidate of the Right, elected Wojciechowski as President. The latter belongs to the party led by Witos and he was a member of the Paderewski Cabinet. Morawski is a Professor at Cracow University.

M.C.C. IN NEW ZEALAND.

N.Z. MINOR TEAM DEFEATED.

WANGANUI, December 20th.

The M.C.C. beat the Minor Association by ten wickets. The Associations scored 180 and 200, and the M.C.C. scored 298 and 34 for O. Calhorne in the first innings compiled 117.

M. CLEMENCEAU IN FRANCE.

ANOTHER DENIAL.

HAVRE, December 20th.

M. Clemenceau has returned from New York. In an interview he denied having said he was opposed to the occupation of the Ruhr district.

FARM WEALTH OF CANADA.

OTTAWA, December 20th.

The Federal Bureau of Statistics estimates that the value of Canada's grain crop this year will be 984 million dollars.

BELGIAN DUEL INCIDENT.

BRUSSELS, December 20th.

The Franck-Hymans duel incident (mentioned in yesterday's cable messages) has been amicably settled.

LONDON PRESS HOLIDAYS.

LONDON, December 20th.

The newspapers will not be publishing on Christmas Day and Boxing Day.

PRINCE GEORGE BETTER.

LONDON, December 20th.

H.R.H. Prince George is progressing satisfactorily.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

WESTERN EDUCATION FOR CHINESE STUDENTS.

THE SPECIAL ADVANTAGE OF STUDY IN BRITAIN.

LONDON, December 21st.

When toasting the Chinese Students' Central Union of Great Britain, at the annual dinner of the union this evening, Mr. Chao, Shin Chu (Chinese Charge d'Affaires) emphasised its great value to students.

Continuing, he dwelt on the special advantage of studying in Great Britain, which was the most constitutional country in the letter, and the most democratic in spirit.

NECESSITY FOR PERMANENT CHINESE CONSTITUTION.

He urged China's need of a permanent constitution, more complete and more suitable than the present provisional one, and hoped that if some of those present reached home in time to help in forming it, they would remember the lessons acquired in Great Britain. He trusted that, in any case, the new constitution would be made public as the earliest possible moment, and that it would become effective, so that China, as a whole, would be able to maintain order and tranquillity.

CHINA'S EVILS NOT INSCAPERABLE.

The speaker reminded the students, however, of the impossibility of transporting the civilisation and constitution of one country bodily to another, urging abstention from agitation, intolerance and over-pessimism, and said that people, in these times, were only too ready to suggest that China was suffering from evils which were insuperable; but this was not so. Every nation passed through a transitional period.

The speaker finally admonished them to maintain and increase the high prestige Chinese students already enjoyed in Great Britain.

CHINESE DELEGATION IN NEW YORK.

TO DISCUSS FINANCIAL MATTERS.

NEW YORK, December 20th.

The ex-Premier, Mr. Chow Tsu Chi, and twenty-two other Chinese, have arrived here. Mr. Chow denied that he intended to negotiate a loan, but admitted that he would talk to American bankers on the subject.

[BY COURTESY OF THE "CHINA MAIL"]

CONSTITUTIONAL REFORM IN THE STRAITS SETTLEMENTS.

IMPORTANT CHANGES.

SINGAPORE, December 20th.

At a special meeting of the Legislative Council, the Governor announced that it was proposed to enlarge the present Council from ten officials and eight unofficials to the Governor and thirteen officials and thirteen unofficials, adding to the unofficials, two Chinese, one Malay, one Eurasian and one Indian.

The unofficials are appointed by the Governor except the Chambers of Commerce of Singapore and Penang to whom the right of election is granted.

Two unofficials are added to the Executive Council. They need not necessarily be members of the Legislative Council.

His Excellency explains that the modifications do not go as far as some might wish, but they represent an advance in constitutional development in the Colony.

He suggested that in view of deficiencies in Government offices, the new Council meet at Government House where the first meeting will be experimentally held on February 12th.

TENNIS.

Mlle. Lenglen Stops Playing.

News from Le Touquet, France, states that Mlle. Lenglen has had a recurrence of her heart ailment and in consequence lost her match there by default to Mrs. E. M. Hannan of England. It will be remembered that two years ago she similarly lost the championship of the world to Mrs. Mallory, the American woman champion, on account of an attack of heart trouble. On returning to Paris after the Le Touquet tournament it was stated publicly that Mlle. Lenglen had announced at Le Touquet that her heart was troubling her again and upon the advice of her physician and of her father who has followed his daughter's career on the courts very closely, the great Suzanne decided that her tournament days must be terminated. This means that the greatest woman lawn tennis player the world has ever seen will not defend her title at Wimbledon in 1934.

MANSLAUGHTER CHARGE.

CASE AGAIN BEFORE THE COURT.

The hearing of the case in which a Chinese motor-car driver, named Lai Sik, is charged with manslaughter, was continued at the Magistrate's yesterday afternoon, before Mr. Lindell.

At the previous hearing it was stated that as the result of a collision between the defendant's car and the deceased, who was employed as foreman of a gang of road menders, the foreman was seriously injured and died in the Kwong Wah Hospital on the same day, October 27th. The collision occurred on the Chin Wan Road, New Territories.

At yesterday's hearing evidence was given by the passenger in the car, the master of the Ying Kee Contractor's shop. He stated that on October 27th at 1.30 p.m., he was proceeding in his car, No. 79, towards Castle Peak, the defendant being the driver. Witness was sitting in the back of the car alone. On the Chan Wan Road the car had just passed a slight bend when he saw about 100 yards ahead a group of men who were tarring the road and spreading sand over the tar. Witness ordered the defendant to sound the horn. The defendant did so twice. The men on the road divided into two groups and went to the side of the road, excepting two men who remained in the road. One of the two was squatting and the other was standing up. The car was within two feet of them when the deceased picked up a bucket of tar and attempted to get to the side of the road. He was knocked down. The car was stopped within seven or eight feet from the place where the collision took place. The deceased was lying on the ground about three or four feet behind the car.

After further evidence was taken the case was again adjourned until this morning.

ARMED MAN COMMITTED FOR TRIAL.

Suspecting three Chinese, walking along Reclamation Street, Yaumati, at 7 p.m. on the 19th inst., a Chinese detective, accompanied by a constable approached the party and searched them. In one of the men's pockets a loaded revolver was found. The man was taken to the Police Station and in another pocket sixteen rounds of ammunition were discovered wrapped in paper.

At the Magistrate's yesterday afternoon, the arrested man was charged before Mr. J. R. Wood, with unlawfully having in his possession the revolver and 21 rounds of ammunition.

The accused made a statement in which he said that he brought the things from Canton. He did not know it was against the law to be in possession of a revolver without a licence. He came to Hongkong, intending to go back to Canton.

His Worship ordered the man to be committed to the Criminal Sessions for trial.

WORLD'S FLIGHT PROJECT.

PROBABLE START NEXT SPRING.

In the current number of the *Bulletin* of the Air League of the British Empire, there is an interesting statement in which full details are given of the round-the-world flight, which is being organised under the auspices of the League and which it is hoped will start about March 15th, 1934, and finish about the end of June. The most difficult part of the arrangement is the question of finance, it appears £6,000 is still required. This is the one remaining long-distance flight now to be attempted, and it is hoped it will be accomplished by a British expedition. The flight is organised by Captain F. J. M. McLaughlin, D.S.O., D.F.O., and Mr. R. H. McIntosh to assist him. Capt. Tyms will be the navigator, he being one of the five people who held the Air Ministry licence as aerial navigator.

DETAILS OF THE ROUTE.

The route proposed is as follows:—England, Bordeaux, Athens, Basra, Bombay, Rangoon, Hongkong, Tokyo, Petropavlovsk, Alaskan Islands, Vancouver, Winnipeg, Newfoundland, Azores, Lisbon, England. The time of start has been selected to avoid the bad weather seasons on all parts of the route. No other time of the year but the spring is suitable. The scientific information which will be obtained from the flight will be of great value to the future of aircraft and aero-engine construction. Particularly valuable will be the data obtained from the fact that the machine will cruise with the engine running at half horsepower. The machine proposed is a Fairey twin-float seaplane specially designed for the flight by the Fairey Aviation Co., Ltd., on the lines of the Portuguese Transatlantic seaplane built for Capt. Saccador Cabral. This machine will be fitted with Rolls-Royce 670-h.p. Condor engine, and is so designed that the engine will be running on the average at about 350-h.p., thus making for long life and economy. The machine will have a cabin providing accommodation for a crew of five. Normally the crew will consist of four (two pilots, the navigator and one mechanic), but if necessary a skilled cinematographer will be carried. The average cruising speed at 350-h.p. will be 73 m.p.h., the total weight 12,920 lb., endurance 204 hours, range 1,496 statute miles.

For the sea part of the route, harbours frequented by ships will be used, with the exception of Simushir (Broughn Bay), Atsu (Chichagoff Harbour), and Akka (Aden Bay). In all the other places mooring facilities exist, and it will be necessary when petrol is deposited to arrange for a suitably sheltered berth. It is intended to approach the Japanese and Canadian Governments with a view to their patrolling parts of the Pacific Ocean, and it is hoped that if the flight is successful so far, the British Admiralty will detail some boat or boats for this purpose in the Atlantic. No reliance, however, is being placed on receiving this assistance.

SUBSIDIARY CURRENCY IN CHINA.

THE EXTENSIVE DEPRECIATION.

Mr. Lansing W. Hoyt, U.S. Trade Commissioner at Shanghai, in a recent report, says:—

The bulk of the currency of China is made up of 10-cash pieces. To-day, the entire country is flooded with these coppers and it takes 100 to make dollar, a depreciation in less than 20 years of 50 per cent. Two-fifths of this shrinkage in value has taken place since January, 1919. The 10-cash copper coin has an intrinsic value of about one-half of its face value. This ratio is much higher than that prevailing in countries where coins containing much less copper pass as par. The depreciation cannot be due, therefore, to any low content of copper. The main reason for the decline is because the unlimited coinage system prevailing in China has made them over-abundant. It is estimated, on very good authority, that there are at least about 25,000,000,000 10-cash pieces in circulation. Since the price of copper dropped, minting has been carried on at a tremendous rate. Mints in China, as a rule, are run not only to make money but to make money on the money, and 10-cash pieces have been manufactured by the million in order to show a mint profit.

Another reason is that no attempt is made by the central Government to "back up" the face value of the coin or to control the output of the several provincial mints. The Government refuses to accept coppers at face value in payment of taxes. The Customs and post offices, too, refuse to accept them at other than the depreciated market value. Further, adequate steps have never been taken to prevent counterfeiting. These coins are often unlawfully made, and although the makers generally put the regular amount of copper into them, the difference between the intrinsic and face values is great enough to allow a good margin of profit without debasing the coin, because it does not take costly machinery to mint them. This fact alone makes illegal manufacture attractive.

NEED FOR REFORM.

As the great majority of day labourers in China receive 10-cash pieces in payment of wages, it is obvious that the purchasing power of a large group has been seriously impaired by this decline. The buying power has been curtailed to such an extent that certain lines of imports have been seriously affected. Recent strikes have been brought on largely by pressure resulting from the fall in the silver value of copper coins, with a corresponding rise in the price of foodstuffs and clothing. This collapse of the buying power of the vast majority of Chinese, coupled with the very rapid drop in silver exchange, more than absorbed any gain from a return to normal in the gold value of imports. The bumper crops reported this year throughout the country may increase China's power to buy in the near future, but a thorough reform in the copper currency of the country is essential before the full purchasing power of the country can be realised.

DECLINE OF THE RICKSHAW.

VIEWS OF JAPAN'S LARGEST MANUFACTURER.

A Tokyo correspondent writing to London paper says:—The rickshaw is doomed, according to one who should know—Daisuke Akiba, largest manufacturer of rickshaws in Japan, exporter of the vehicle and heir to the business of his father, who is given credit by the Japanese for having been the inventor of the "man-pull-cart." The late Daisuke Akiba, founder of the family business and fortune, is ranked by the Japanese public with the half-dozen great men of the Meiji era. The height of the rickshaw's popularity and usefulness was twenty-two years ago, when 300,000 were in use—60,000 in Tokyo alone. Now there are about 100,000 in Japan at the most, 70,000 of which are in the greatly enlarged capital city.

When Daisuke's father invented the rickshaw it was a rude chair on two heavy wheels. For years it rattled over the stone or gravel roads of the city, the owner conscious of the attention he was attracting. The improvements in the "Akiba kuruma," were mostly made by the father and son. Rubber tyres were unpopular at first because the noise, and hence a part of the conspicuousness of the display, was eliminated, but geisha liked it because it did not disarrange their carefully dressed hair. Now it is as perfect as a modern motor-car, with pneumatic tyres, waterproof top, horn and ball bearings.

Mr. Akiba, looking for other channels to direct his enterprise and money, is of opinion that Japanese women are no longer satisfied with their lot of being wife, mother, nurse and servant of the family; they desire, he says, to go on more and to see more, in order that they may have a broader outlook and more properly bring up their children. Moreover, he thinks that they are becoming unwilling to carry their children on their backs, in a fashion similar to that of the North American Indian. Baby-carriages are the answer, he believes, and he is planning to flood the country with them.

LONDON HEALTH STATISTICS.

The health statistics for London show that the past wet summer has been singularly free from epidemic. The death rate has remained very low, ranging from 8.3 per 1,000 in the first week in September to 8.7 in the last week in September.

SCOTTISH SPORT.

FIGHT FOR THE RUGBY LEADERSHIP.

RANGERS DEFEAT CELTIC.

[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, November 1st.

Glasgow Academicals and Heriot's still lead the (unofficial) Rugby Championship. Their records are:—

Glasgow Academicals, 8 games and 8 won, 213 points for, and 28 against.

Heriot's F.P.'s, 6 games and 6 won, 93 points for and 20 against.

Watsonians come third with 1 game lost.

The home win of Glasgow Academicals over their oldest opponents, Edinburgh Academicals was pretty much as expected. Certainly a much stiffer fight was looked for between the rival packs, but in the first half especially the splendid combination and ultra-methoical work of the home eight, as opposed to mere forcible scrambling by a few of the Edinburgh forwards, put the home side in the ascendancy straight away. When the visiting pack showed signs of improved work later on in the game it was then too late—the home lot having their measure completely. All fortune in the shape of injuries to players continues to dog the Glasgow High School F.P.'s but their greatest blow was when A. Browning, their sheet anchor behind the scrum, was placed hors de combat shortly after the interval in the game with Heriot's, and took no further part. Indeed it is quite on the cards that he may not be able to return to the field for quite a long time, as a knee strain such as he sustained is invariably troublesome. Heriot's forwards broke up quicker than the school eight, and they came along in the rushes like a pack of wolves, whereas there was unquestionably a tail in this department of the other side. The Royal High School F.P.'s, reinforced by the stalwart R. J. Wheatley at centre three-quarter, gave the Watsonians more trouble than they possibly bargained for, but the Myrsideans, whose back play showed much-needed improvement, won through in the end with something in hand. Gals came another crupper at Inverleith, where the Edinburgh Wanderers' forwards held charge for the most part. To their credit be it said, however, that they made the pluckiest of rallies towards the close, and scoring twice, reduced their deficit to 9 points.

In the first of the Scottish Schools' Championship engagements Glenalmond offered the pluckiest of fronts to Merchiston, and it was only in the last minute that the Castle boys earned a victory in a game which might better have ended with divided honours.

In the first of their home-and-home Border League matches Selkirk were expected to get the better of Hawick, but the Greens, who were, as usual, ably served by their forwards, lasted out the game better, and ran out gallant winners by a couple of tries.

Heriot's, 13; Glasgow High School, F.P.'s, 8.
Edin. Wanderers, 18; Gals, 9.
Royal High School, F.P.'s, 6; Watsonians, 12.
Stewartonians, 25; Glas. Univ., 3.
Glas. Academicals, 18; Edin. Academicals, 2.
Kelvinside Acad., 6; Hillhead H.S., 7.
Hawick, 9; Selkirk, 3.
Melrose, 3; Kelso, 0.

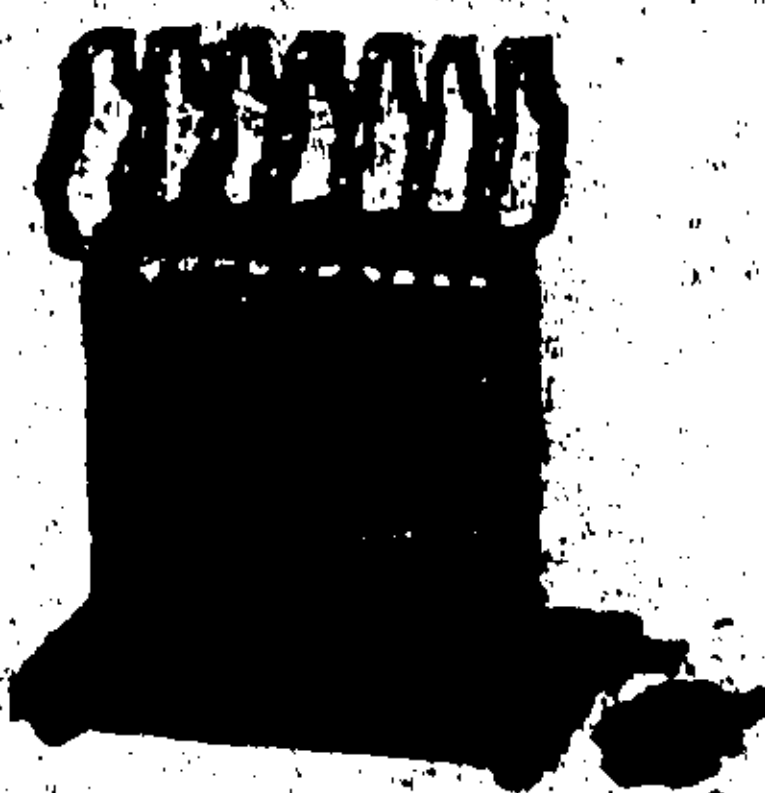
ASSOCIATION LEAGUE.

The meeting of Celtic and Rangers was the leading event in Scottish football, but we have seen many better games between these old antagonists. Celtic made a bright beginning, and then Rangers, by more skilful methods, gradually took the lead, and eventually scored three goals. Then Celtic lost Cassidy through a facial injury in accidental collision with McCalland, and interest passed out of the game from that point. Rangers contented themselves with an exhibition of the finer points of the game in the last half-hour in a manner that captivated their supporters. Apart from the big game at Celtic Park, general interest was directed to the doings of Dundee, Hibernian, and Aberdeen, and with the exception of Hibernian, results were obtained that kept the League race open and interesting. Joint leaders with the Edinburgh club a week ago, Dundee obtained a victory which, coupled with the defeat of Hibernian, placed the northern club at the top with a clear margin of one point. Dundee's opponents were Raith Rovers, and the substantial victory at Kirkcaldy cannot but cause a revision of opinion as to Dundee's merits. Aberdeen also won, and stand second on the table, but their victory over Hamilton Academicals at Pittodrie was not impressive. Hibernian failed before the promoted Alloa, who obtained their first victory on home ground.

A striking example of what may be done by consultation between employers and trade unions (says the P. & O. Co.'s magazine *Blue Peter*) has recently been afforded by the agreement with the representatives of quay-side labour reached at the table of the National Council of Port Labour Employers under the joint chairmanship of Mr. F. C. Allen, a director of the P. & O. and British India Steam Navigation Companies, and Mr. E. Berin, General Secretary of the Transport Workers Federation. That settlement should ensure peace and continued industry at the quay-side throughout all the ports until the end of 1933 on terms acceptable to all parties. The men will presently be aware that, as a consequence, their pound has become worth more than the twenty-shillings of to-day. This is an achievement which truly deserves to be renowned as one of the victories of peace, and it says much for its stability that it was reached in consultation with such redoubtable champions of labour as Mr. Goelling, Mr. Ben Tillet, Mr. Sexton and Mr. Robert Williams.

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SEA PIE-ANCIENT AND MODERN.

THE SEAMAN'S BILL OF FARE.

The ship's dog to-day grows fat and contented on the scraps that fall from the fo'c'sle table, scraps which the sea dogs of a few years ago who sat at the same table would have relished in emphatic preference to the wretched meagreness of their own monotonous fare.

In those days, days of long voyages, when the ambrosia of a seaman's epicurean ambitions was ham and eggs, vessels stood away into the uncertainty of an ocean voyage under lofty royals provisioned only with that which would keep for any length of time.

Beef was taken out of barrels of brine in which it had soaked for years. Green it was, with here and there deeper shades of ultramarine intermingled with the various combinations of the spectrum.

If there was no danger of providing a shark with an easy meal the beef or pork was towed astern at a speed of three or four knots for eight hours or so. It was then taken on board a yard or so longer than it had been formerly, coiled up, skewered and boiled, and the cook kept out of the galley while the process was in action. "Salt horse" isn't nice to smell during the cooking!

Then a dozen or so of sea biscuits, or "Liverpool panicles," as the seamen called them, were placed in a hot oven to exterminate the weevils and their families which dwelt therein; a quantity of pea soup, the main ingredients being peas, was cooked; and the meal was complete.

For months there was scarcely any variation whatever. Portions lasted only a short period, if they were carried at all, coffee was coffee until the voyage was half over, and then it became half coffee and half burnt biscuit crumbs; and as the weeks went by the preparation became more camouflage than coffee. Milk was unknown, butter also, sugar only in small quantities, while such things as cheese, pickles, eggs, etc., the seaman associated with paying-off days only, when he could buy them himself.

Water, too, was rationed out very carefully, and a lock kept on the pump in case a man should so far forget himself as to require a wash.

Calms and contrary winds frequently lengthened the homeward passage of a sailing vessel by months, and then, when stores dwindled down to famine rations, the cargo, if at all edible, was broached and contrived into some semblance of a meal by the resourceful cook. Many a seaman has lived for weeks mainly by what could be made from a sack of wheat.

But in this there were obvious drawbacks, as with tea, coffee, rice, etc.; and so serious did the position become at times that outward-bound vessels had to be appealed to for replenishment.

On one occasion a warship full of stores was sent out to the assistance of a fleet of inward-bound sailing vessels beating to and fro at the Channel approach in the teeth of constant head winds, and unable to make any headway.

One wonders why and how it was that men worked and endured the hardships of days and weeks of gale, after gale on such wretched fare; but for years no improvement was made at all, until, in 1907, the Board of Trade stepped in on behalf of the seaman and compelled the shipowner to provide more adequate provision.

The victualling scale included most of the commodities used in the kitchen at home—fish, potatoes, vegetables, sugar, butter, milk, jam, marmalade, dried fruits, pickles, and one thing they were emphatic over was a daily issue of lime-juice to every man after being out ten days and bound south of the line.

This was to check outbreaks of scurvy and the constant skin diseases which the former food supply produced.

Ever since 1907 the seaman's bill of fare has slowly improved, and now after his breakfast porridge the sailor decides to try a Dover sole before the curry, or if he prefers devilled kidneys on toast he can have those, too, or maybe scrambled eggs and a little curried chicken; it is all on the bill of fare.

At luncheon and dinner he is even more generously supplied, so that it is now no exaggeration to say that nearly every seaman at sea can appease his appetite on dishes of better quality and greater selection than he is able to afford in his own home or at that class of restaurant which his income allows him to patronize. —The Navy.

LONDON'S ARCTIC REGIONS.

BIG ADVERTISING SCHEME FOR CHRISTMAS.

It is possible for 25,000 people to go boating in Arctic caves within a stone's throw of Clapham Junction Station during the Christmas shopping season.

That is the number which boated at Mearns, Arding and Hobbs' Christmas bazaar last year, and it is expected that at least the same number will seek adventure on the water this year in the Clapham Junction caves. Last year 100,000 people in all went to see the caves in the bazaar, which is one of the most attractive in London.

A splendid representation of the Arctic regions, with dripping stalactites, ice-borgs, and snow arches, and winding waterways for boats captained by girls dressed as penguins and Eskimos, is spread over the gigantic lower floor of the stores. Thousands of new toys and all sorts of seasonable surprises were to be seen in the bazaar, which opened there on November 4th.

Father Christmas will visit this famous firm, and give presents to the first 2,000 children who enter the Arctic regions.

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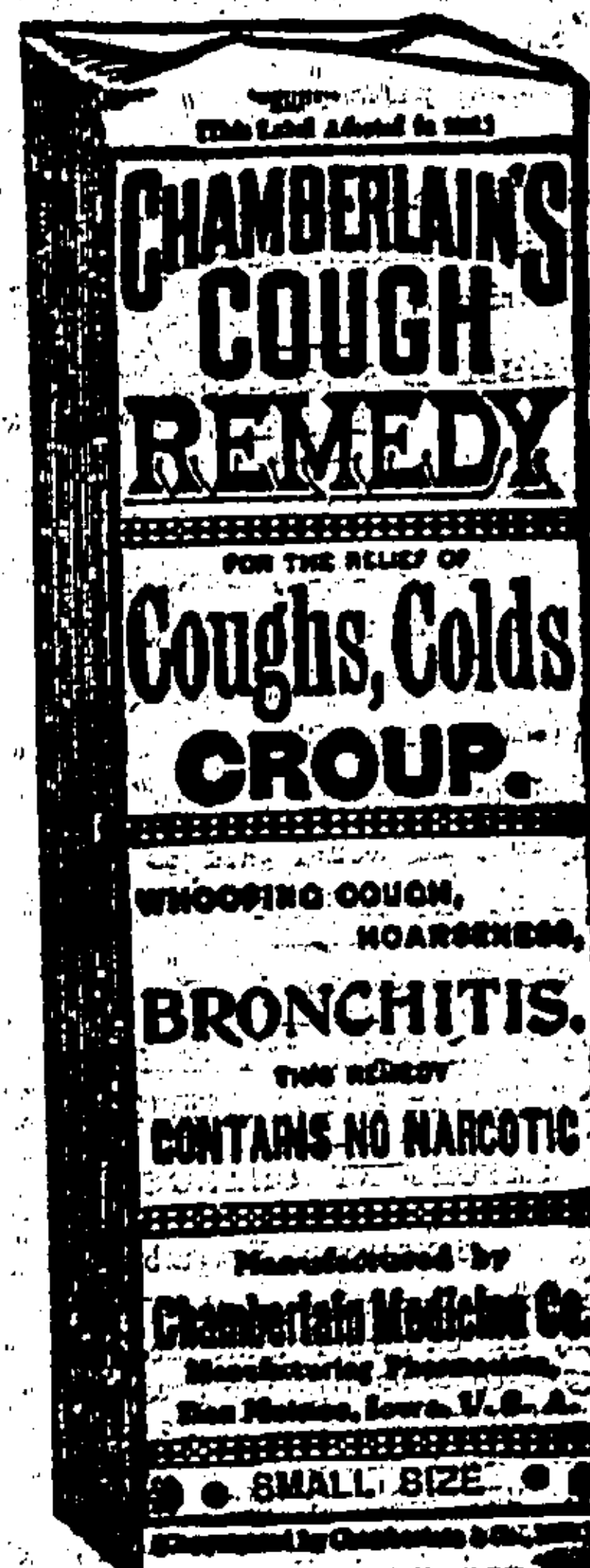
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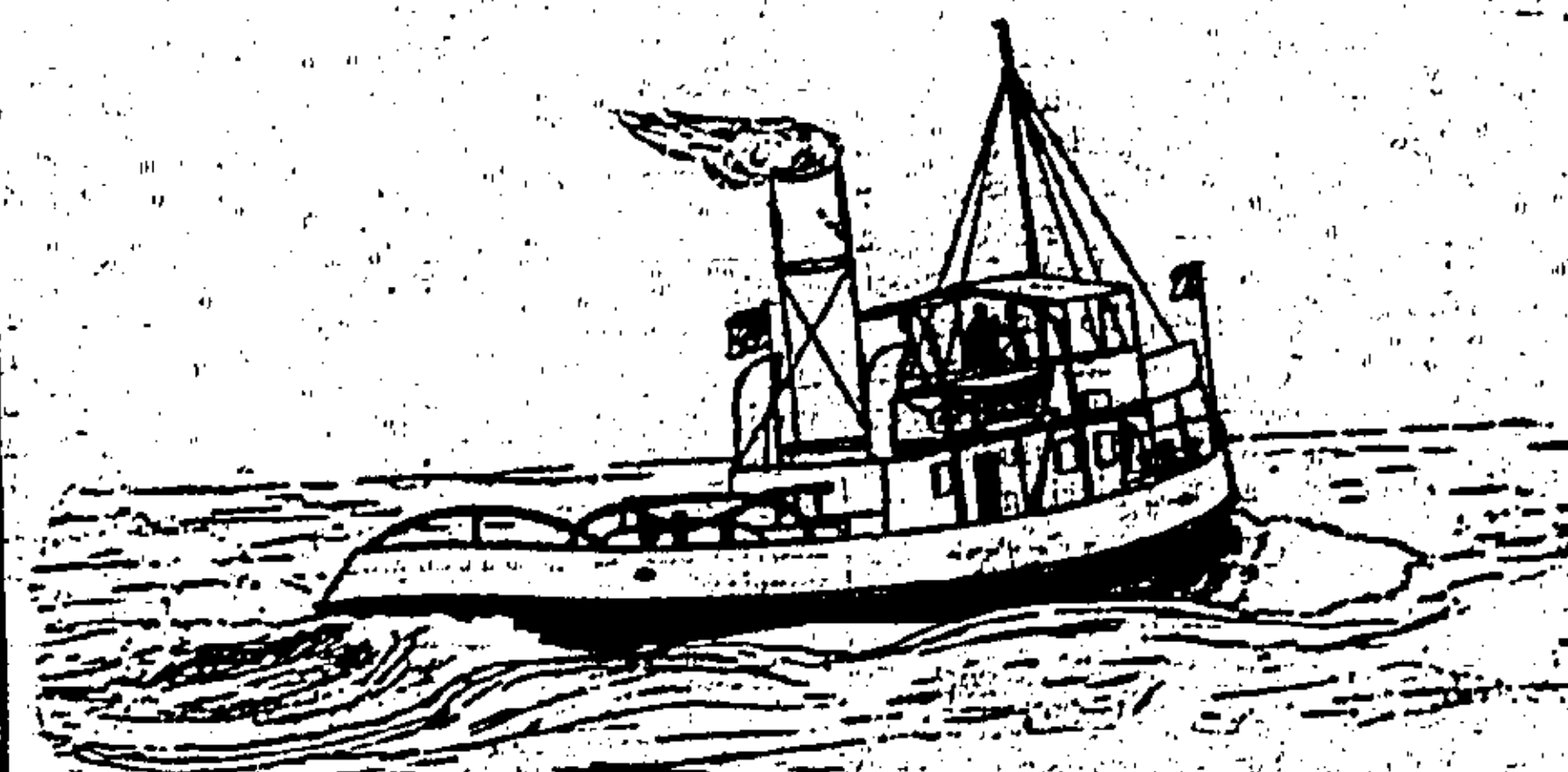
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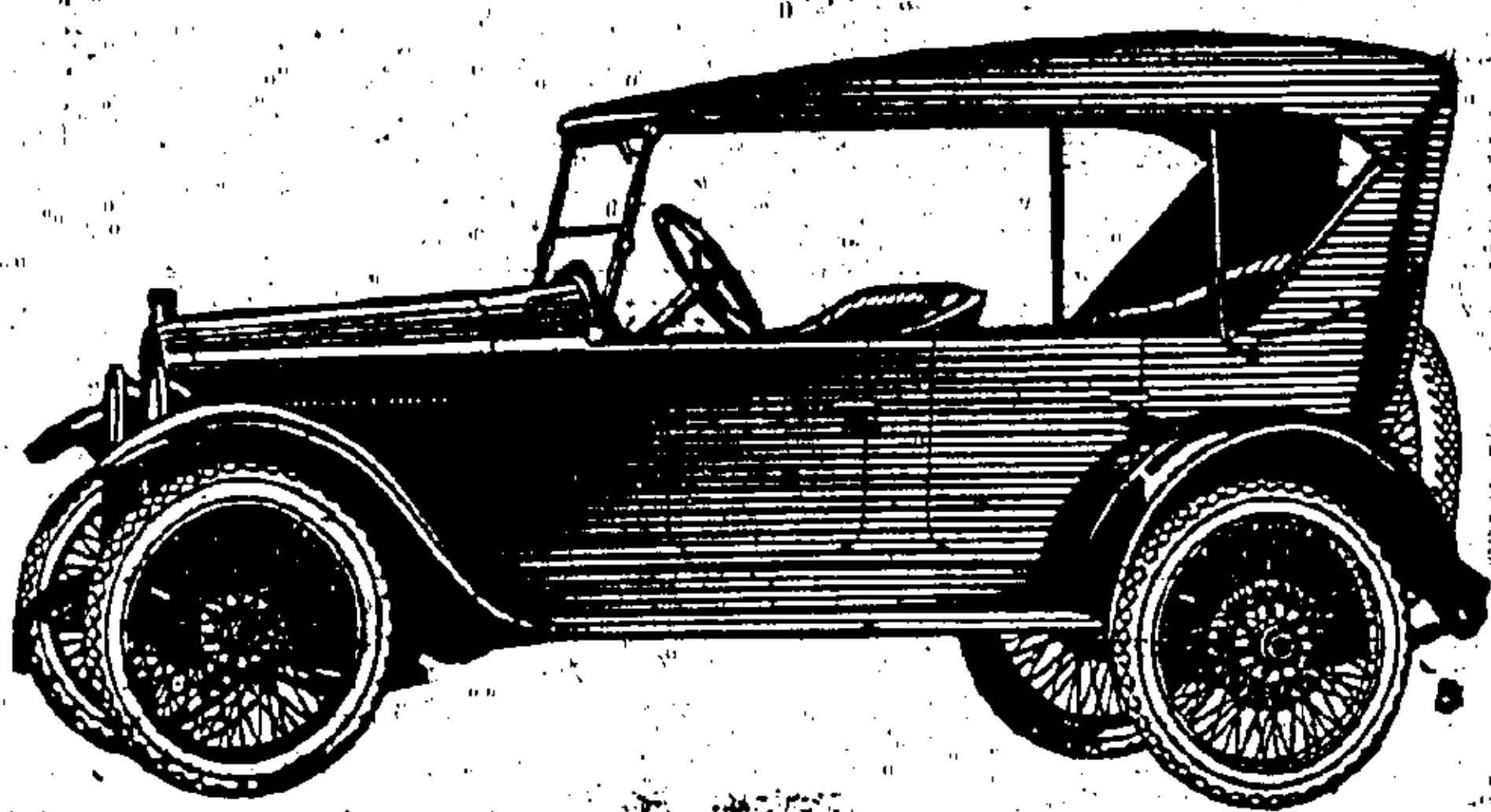
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**MR. LOOKER AS A PARLIAM-
MENTARY CANDIDATE.****HIS ELECTION ADDRESS.**

Mr. H. W. Looker, formerly of Hongkong, who stood as a Conservative candidate for Central Hull, issued the following address to the Electors:—

Ladies and Gentlemen,—I have the honour to ask for your vote and support as the Conservative and Unionist Candidate adopted by the Central Hull Conservative and Unionist Association to contest the Central Division, which from 1885 to 1919 was represented by a Conservative in the House of Commons. I have every assurance and firmly believe that the majority of the Central Hull Electors desire that a Conservative Member should again represent them. I retired from business three years ago after many years colonial experience and I have closely studied National affairs. I have the time available to devote myself to Parliamentary work and am anxious to serve my Country in this way. I am a lifelong Conservative. The interests of my Country and Empire are my first consideration. I am neither a "dichard" nor a reactionary. I believe in progress on sound lines.

New Government.—A Conservative Government is appealing to the Country. The National tasks in front of it present grave and anxious problems. The interests of the Country urgently demand that it should have the full support of all loyal and sober-thinking men and women. For that support I appeal. Our Empire.—The British Empire is our greatest asset and best customer. The ties which bind it together must be strengthened and trade within it must be fostered and developed to the utmost possible extent. If elected, I hope that my colonial experience may prove valuable in promoting good relations and better trade between the Dominions and the Motherland. I heartily welcome Mr. Bonar Law's proposal to call an Empire economic conference to seek out means of increasing the Empire's trade.

Navy.—We need a strong but not an extravagant Navy, up-to-date in its training, and equipment: sufficient to protect our shores, our Dominions, and our trade, and to afford security for our kinsmen beyond the seas.

Taxation and Economy.—We are suffering from, and handicapped by, a crushing burden of Taxation, which largely contributes to unemployment. It is imperative that this burden should be lightened as soon as possible. Economy in the cost of administering the Nation's affairs must be rigorously pursued and enforced. The strictest Treasury Control should exist over all Government Departments.

Second Chamber.—I believe in an effective Second Chamber, with powers to preserve the country from hasty and ill-considered legislation, but not with an absolute power of veto over measures clearly desired by the country at large. National Pledges.—Our commitments in Mesopotamia and Palestine and in the creation of a National Home for the Jewish race, are matters arising out of the war, in which the national honour is involved. They require the most careful scrutiny and the utmost economy in administration.

German Reparation.—The most difficult problem facing us is the settlement of the German Reparation. Upon such settlement the revival of confidence and the restoration of trade inevitably depend. It may prove necessary that the amount payable should be reduced, and the time for payment extended. We should work in accord with our Allies, particularly with France. The great thing is to get the amount settled, and it will pay us to make some sacrifice to do so.

Ireland.—The Irish Treaty must be observed and carried into effect. The Provisional Government of Ireland should be given full opportunity, within the Empire, of working out its own development and paving the way to a United Ireland. We must be generous and sympathetic in the attitude we adopt, while recognising to the full our obligations to the other parts of Ireland which must be carried out.

League of Nations.—The League of Nations has my most hearty support, and it will, I hope and believe, prove to be a great instrument of peace and goodwill. We must do all we can to promote its efficiency and usefulness, and to make it a real and effective factor in ensuring the peace of the world.

Trade.—Increased production is of vital importance. This will be best achieved by private enterprise unhampered by Government interference.

Freedom from Strikes.—At home our great need is for industrial peace and freedom from ill-advised and disastrous strikes. The encouragement of close co-operation and goodwill between employer and employed will achieve more than any Government measures can do.

Unemployment.—Unemployment will call for the pressing attention of the Government. All possible measures must be taken to relieve the distress of the man out of work. The interests of the working classes are an obligation upon the community, and may I ask certain, safely be entrusted to a Conservative Government.

The Labour Programme.—I have every respect for Labour, but I believe the official Labour Programme of nationalisation and a capital levy proclaimed by leaders of the Labour Party to be fatal to the interests of the country and of every one in it. I will oppose it to the utmost of my power.

Ex-Servicemen.—We must spare no effort to look after the interests of the ex-Servicemen and his dependents. There are none with greater claims. They must be looked after and not forgotten. The Women's Vote.—Women has now a great and proper share in political life. Her influence will be invaluable. I am confident that the instincts of going straight for the realities of life with which woman has been gifted will prompt her to support a strong and steady Government. I place myself and the Conservative cause in her hands.

(Continued at foot of next column.)

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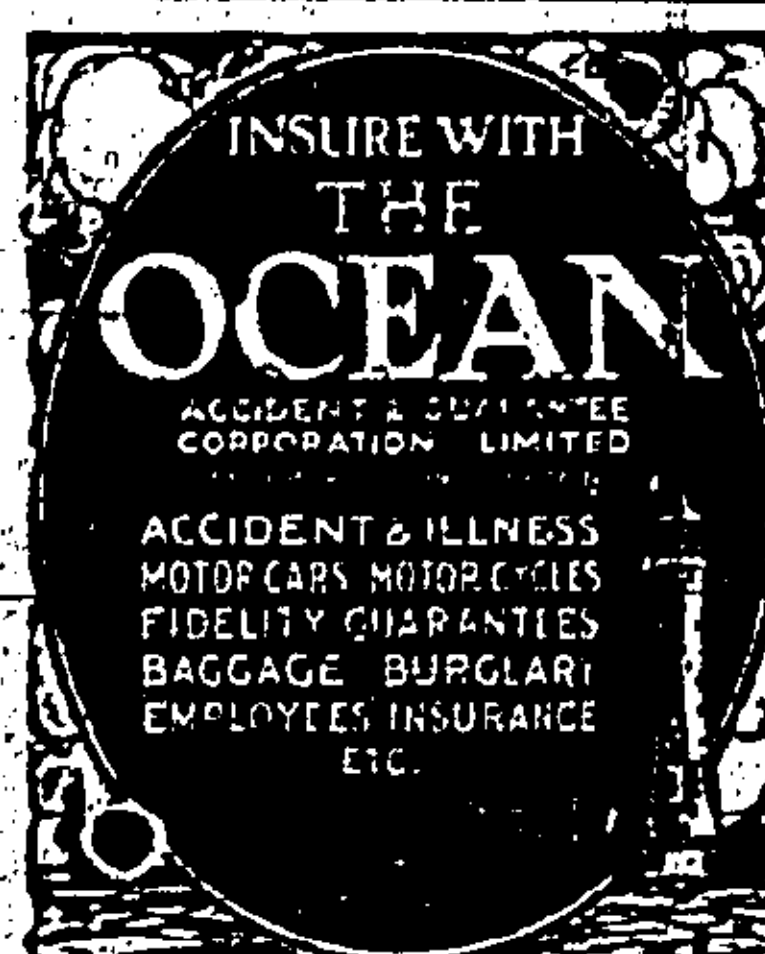
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Need for Steady Government.—The great need of the country is for a steady Government not subject to violent changes or internal jealousies, soberly and patiently pursuing the path which leads to restricted expenditure, lighter taxation, better trade, and to universal peace. I am confident that Mr. Bonar Law's Government and policy are just what the country needs and will lead to more work and better times.
Ladies and Gentlemen:—The above are the views and principles for which I stand and for which I ask your support. If I have the honour to be elected, I shall endeavour to give faithful expression to them as your Member of Parliament. I make no wild promises but I promise to do my best.

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HAIPHONG via HOIHOW	"MINGSANG"	Friday	22nd Dec.	10 a.m.
BANGKOK via HOIHOW	"CHUNSAUNG"	Saturday	23rd Dec.	10 a.m.
BANGKOK via SWATOW	"CHAKSANG"	Sunday	24th Dec.	10 a.m.
PUHOW via SWATOW				
SHANGHAI	"YUSANG"	Sunday	24th Dec.	10 a.m.
TRINGTAU via SWATOW				
TRINGTAU via SWATOW	"TINGSANG"	Wednesday	27th Dec.	10 a.m.
SHANGHAI				
MANILA	"LOKJANG"	Friday	29th Dec.	10 a.m.
BANGKOK	"YUENSANG"	Friday	29th Dec.	3 p.m.
BANGKOK via SWATOW	"HINSANG"	Saturday	30th Dec.	10 a.m.
STRAITS & CALOUTTA	"DRUFAR"	Monday	1st Jan.	10 a.m.
KOBE	"NAMSANG"	Wednesday	3rd Jan.	3 p.m.
STRAITS & CALOUTTA	"FOOKSANG"	Friday	5th Jan.	3 p.m.
STRAITS & CALOUTTA	"HOSANG"	Friday	12th Jan.	3 p.m.
STRAITS & CALOUTTA	"FOOKSANG"	Tuesday	30th Jan.	8 p.m.

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SHANGHAI LINE.—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to Hongkong and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila, by vessels with good passenger accommodation, sailings from both ports every Friday. Sailings approximately weekly for passengers and cargo calling at Hongkong when convenient.

BORNEO LINE.—Fortnightly sailings to and from Sandakan by two 5,000 tons steamers, "HINSANG" and "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken of through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Labud. Date.

TIENTSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

s.s. "NAMSANG" will be despatched on or about
Wednesday, 3rd Jan., at 3 p.m., for SINGAPORE, PENANG
& CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT
SWETTENHAM and DUTCH EAST INDIES.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.,

GENERAL MANAGERS.

TELEPHONE CENTRAL 1, N. 215.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.—STRAITS, CHINA & JAPAN SERVICE

OUTWARDS.

HOMEWARDS.

Vessel	Due Hongkong	Vessel	Leaves Hongkong	Discharges
"GLENANDA"	1st Jan.	"GLENIFFER"	7th Jan.	London
"GLADNORSHIRE"	16th Jan.	"Hull Antwerp Rotterdam & Hamburg"		
"GLENSHANE"	26th Jan.	"CARLSBORGSHIRE"	17th Jan.	Genua
				London, Hull, Rotterdam & Hamburg

Movements are subject to change without notice.

For freight or further particulars please apply to—

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Lakeview Hotel	Kyoto Hotel	Nagoya Hotel	San-ryo Hotel
Kamakura	Miyako Hotel	Nara	Shiratsuyu
Kashida Hotel	Matsuyama	Nara Hotel	Tokyo Hotel
Kawachi	Park Hotel	Nikko	Tokyo
Mitsunaka Hotel	Miyajima	Kanagawa Hotel	Imperial Hotel
Miyajima Hotel	Miyajima Hotel	Nikko Hotel	Tokyo Station Hotel
Kobe	Miyajima Hotel	Osaka	Tokyo Station Hotel
Osaka Hotel	Priya Hotel	Osaka Hotel	Yokohama
Tokyo Hotel	Nagasaki	Japan Hotel	Grand Hotel

IN TAIWAN (FORMOSA)

Tainan—Taiwan Railway Hotel

IN CHINA	IN MANCHURIA
Chungking	Changchun
Kailashan Hotel	Yamato Hotel
Daikoku	Yamato Hotel
Yamato Hotel	Yamato Hotel
Yamato Hotel	Yamato Hotel
Yamato Hotel	Yamato Hotel
Yamato Hotel	Yamato Hotel
Yamato Hotel	Yamato Hotel
Yamato Hotel	Yamato Hotel

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Local Address—Hongkong Hotel Building

HONGKONG

Telephone No. 204-3

SHIPPING NEWS

ARRIVALS.

December 20th.
Bentomond, British str., 1,887 tons, Capt. J. H. Macdon, from Singapore, with a general cargo.—Gibb, Livingston & Co.
Changchow, British str., 1,203 tons, Capt. G. Byers, from Swatow, with bullast.—B. & S.
Hong Hwa, British str., 1,024 tons, Capt. A. Mackenzie, from Singapore, with a general cargo.—Seng Soon Hong.
Kam Yung Fat, Chinese str., 448 tons, Capt. G. A. de Souza, from K. C. Wan, with a general cargo.—Po On & Co.
Nippon, Swedish str., 2,511 tons, Capt. Holthorn, from Singapore, with a general cargo.—Swedish Trading Co.
Tai Sze Ma, Chinese str., 402 tons, Capt. Chan Chou, from K. C. Wan, with a general cargo.—Yan Fat & Co.
 December 21st.
Asahi Maru, Japanese str., from Canton.
City of York, British str., 5,032 tons, Capt. John McKellar, from Singapore, with a general cargo.—Bank Line.
Elano, British str., from Canton.
Haitan, British str., from Canton.
Kansu, British str., 1,228 tons, from Shanghai, with a general cargo.—B. & S.
Katori Maru, Japanese str., 5,141 tons, Capt. K. Asakawa, from London, with a general cargo.—N.Y.K.
Kangsu, British str., 1,544 tons, Capt. N. H. Leitch, from Bangkok, with a general cargo.—B. & S.
Kwangshing, Chinese str., from Canton.
Mervine, British str., 4,810 tons, Capt. H. Nicholas, from Shanghai, with a general cargo.—B. & S.
Mentor, British str., 4,733 tons, Capt. J. Mansfield, from Shanghai, with a general cargo.—B. & S.
Nashu Maru, Japanese str., 2,341 tons, Capt. Okumaki, from Miki, with coal.—Mitsui & Co.
Pootie, Chinese str., 314 tons, Capt. Chan Kum, from K. C. Wan, with a general cargo.—Hung Shun & Co.
Sardinia, British str., 4,103 tons, Capt. F. G. Cadiz, D.S.C., from London, with a general cargo.—Mackinnon, Mackenzie & Co.
Tinggang, British str., 1,232 tons, Capt. Baker, from Shanghai, with a general cargo.—J.M. & Co.

CLEARANCES.

December 20th.
Esang, for Haiphong.
Gifu Maru, for Hongkong.
Glan Mabrayn, for Manila.
Kingon, for Hoihow.
President Jefferson, for Manila.
Sheaf-Lance, for Chinwangtao.
 December 21st.
Bentomond, for Manila.
Burma Maru, for Singapore.
Empress of Australia, for Shanghai.
Hong Hwa, for Swatow.
Kansu, for Canton.
Katori Maru, for Shanghai.
Kwai Wah, for Tourane.
Kwangshing, for Shanghai.
Loongtang, for Manila.
Mentor, for Saigon.
Mingang, for Hoihow.
Nippon, for Shanghai.
Tai Sze Ma, for K. C. Wan.
Tinggang, for Canton.
Typhodan, for Shanghai.
Woyo Maru, for Singapore.

PASSENGERS.

ARRIVALS.

Per s.s. *Bentomond*, on December 20th: Mr. Leeko.
 Per s.s. *Tinggang*, on December 21st: Capt. Chandler.
 Per P. & O. s.s. *Sardinia*, from London:—Mr. and Mrs. Duxon, Mr. and Mrs. Hamer, Miss M. E. Rowe, Sergt. J. Perkins, Mr. W. Spear, Sergt. J. Moss, Mr. and Mrs. Macaskill, Mr. and Mrs. Grimsbury, Mr. and Mrs. Gray, Mr. A. Nicol, Mr. H. Dimes, Mr. and Mrs. Whiteford, Mrs. Smith, Mr. and Mrs. J. H. Horn, Mr. W. E. Batt, Miss P. Higgs, Mr. J. MacMaster, Mr. and Mrs. W. Crosbie, Miss M. E. Shokleton, Mr. W. A. Balch, Mr. R. Frost, Mr. J. Wilson, Mrs. A. C. Woodley, Miss A. Kosejari, Miss Martha Syvanne, Miss M. Makela, Miss A. E. Lampinen, Mrs. Symington, Mr. F. C. Raeburn, Mrs. M. P. S. Johnson, Mr. E. H. Y. Harvey, Mr. L. Olsen, Mr. and Mrs. Audiffert, Capt. L. W. Smith, Lieut. H. L. Pugh, Mr. T. Adair, Miss Davy, Mr. J. Gibbons, Misses Lynn Thomas (2) and Mr. R. Goodyear.
 Per N.Y.K. s.s. *Katori Maru*, on Dec. 21st:—Mrs. D. A. Carroll, Mrs. W. E. Ekins, Mr. and Mrs. W. C. Lambert, Mr. and Mrs. E. Morales, Miss M. Nichol, Mr. and Mrs. D. Russell, Mr. L. A. de Rocha, Mr. and Mrs. J. M. Ramsay, Misses Ramsay, Mr. C. Rawlins, Mr. and Mrs. D. D. Ryan, Miss G. Smith, Mr. M. Verhinden, Miss A. M. Weight, Mrs. L. J. Yates, Mr. J. S. Zeppean, Mr. B. A. Anderson, Mr. and Mrs. J. S. Chisholm, Mr. S. R. Duckitt, Mr. and Mrs. F. M. Gensburger, Capt. and Mrs. H. von Heidenstam, Mr. and Mrs. E. Kilner, Mr. L. S. Klerk, Mr. G. V. W. O. Law, Mr. C. Mogensen, Mr. G. V. Schartz, Mrs. L. Taylor, Miss P. A. Thomson, Mr. F. H. Williams, Dr. F. W. Zuber, Miss P. B. Cooper, Mr. A. O. Keller, Mr. R. Mackenzie, Mr. C. Blance, Mr. and Mrs. R. O. Basier, Mr. J. D. Freichs, Mr. and Mrs. J. H. Wilson, Mr. and Mrs. T. Bolt, Mr. W. G. Harrison, Mrs. B. Thomas, Mr. and Mrs. J. W. Duncann, Mr. J. Ginn, Mr. L. Hallford, Mr. W. Kay, Mr. and Mrs. A. Keesia, Mr. S. S. Starling, Mr. F. Watson, Mr. Z. Y. Per, Mr. D. Nigra, Mr. A. Noack, Mr. and Mrs. J. Quast, and a number of Japanese passengers.

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Asia* is now due here at 2 p.m., to-day, and will berth at Pier No. 5, Kowloon Wharf.
 The R.M.S. *Empress of Russia*, from Hongkong on November 30th, arrived at Vancouver on December 18th.
 The N.Y.K. s.s. *Aki Maru* (Australian line) left Sydney for Hongkong via ports on December 20th, and is expected here on January 8th.
 The s.s. *Trollus* (Blue Funnel) left Liverpool on December 8th for Penang, Port Swettenham, Singapore, Hongkong, Shanghai, Kobe, and Yokohama, and is expected to arrive at this port on or about January 10th.
 The s.s. *Ision* (Blue Funnel) left Port Said on December 19th for London, Rotterdam and Hamburg.

VESSELS EXPECTED.

Calchas (Blue Funnel), due to-day.
Ceylon Maru (N.Y.K.), due to-day.
Diomed (Blue Funnel), due Dec. 24th.
Empress of Asia, due to-day, 2 p.m.
Kamakura Maru (N.Y.K.), due Dec. 28th.
Kemuri (Blue Funnel), due to-day.
Sicilia (P. & O.), due to-day, 7 a.m.

THE EAST ASIATIC CO., LTD., COPENHAGEN.

The M/S. "PANAMA"
 will be loading for ROTTERDAM, AMSTERDAM, HAMBURG, COPENHAGEN and other SCANDINAVIAN PORTS.
 about 5th January, 1923.

Further Sailings	Expected on or about	Will leave for above ports on or about
M/S. "Australien"	8th January, 1923.	20th February, 1923.
M/S. "Afrika"	10th February.	18th March.
M/S. "Chile"	3rd March.	12th April.

Subject to change without notice.

For further particulars please apply to—

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From Hongkong	Due Vancouver	From Vancouver	Due England
Empress Australia	Dec. 22	Jan. 9	Jan. 19
Empress Asia	Jan. 25	Feb. 12	Feb. 23
Empress Canada	Feb. 10	Feb. 26	Mar. 9
Empress Russia	Feb. 22	Mar. 12	Mar. 23
Empress Asia	Mar. 22	Apr. 9	Apr. 17
Empress Canada	Apr. 7	Apr. 23	May 4
Empress Russia	Apr. 19	May 7	May 18
Empress Australia	May 4	May 22	June 6

Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Chebourg and Hamburg. Allotment of Cabin on Atlantic steamers held here and through tickets issued. Early reservation necessary.

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To Singapore, Batavia, Semarang, Sourabaya. To Swatow and Amoy.

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Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.

YOKOHAMA MARU (calling Manila) ... Thursday, 11th Jan., at 11 a.m.

KAGA MARU ... Wednesday, 7th Feb., at 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore, &c.

HARUNA MARU ... Sunday, 8th Jan., at 11 a.m.

KAMO MARU ... Wednesday, 7th Jan., at 11 a.m.

HAMBURG via LONDON & ROTTERDAM.

MIO MARU ... Middle of Jan.

LIVERPOOL via MARSEILLES & VALENCIA.

TSUBUGA MARU ... Tuesday, 26th Dec.

SYDNEY & MELBOURNE via Manila, &c.

YOSHINO MARU ... Wednesday, 17th Jan., at 11 a.m.

AKI MARU ... Wednesday, 14th Feb., at 11 a.m.

NEW YORK & BOSTON via PANAMA.

DURBAN MARU ... Wednesday, 3rd Jan.

BUENOS AIRES via Singapore, Delagoa Bay, Durban & Cape Town.

SOMBAY via Singapore and Colombo.

KAMAKURA MARU ... Wednesday, 27th Dec.

MURORAN MARU ... Sunday, 31st Dec.

JALOUTTA via Singapore, Penang & Bangkok.

CEYLON MARU ... Sunday, 24th Dec.

OSAKA MARU ... Wednesday, 3rd Jan.

NAGASAKI, KOBE & YOKOHAMA.

MOJI MARU ... Friday, 29th Dec.

AKI MARU ... Tuesday, 9th Jan., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

TSUYAMA MARU (calling Moji) ... Friday, 29th Dec.

For further information apply to— NIPPON YUSEN KAISHA

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TO LOS ANGELES AND SAN FRANCISCO FROM HONGKONG BY DIRECT ROUTE.

U.S.S.B. "West Choepaka" ... Due Hongkong 24th Dec.

U.S.S.B. "Apus" ... Leave Hongkong 23rd Jan.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY

SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF

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TO MANILA, SAIGON, SINGAPORE, BATAVIA.

SAMARANG AND SOERABAYA.

U.S.S.B. "West Ivan" ... Due Hongkong 4th Jan.

U.S.S.B. "Bearport" ... Leave Hongkong 5th Jan.

U.S.S.B. "Bearport" ... Due Hongkong 20th Jan.

U.S.S.B. "Bearport" ... Leave Hongkong 31st Jan.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

For Full Information Apply to

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Central Phone No. 3008.

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REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJIMANOEK	BATAVIA	22nd Dec.	28th Dec.	SHANGHAI.
TJIKINI	AMOI	29th Dec.	30th Dec.	MAKASSAR & SOERABAYA.
TJIKEMBANG	JAVA	4th Jan.	7th Jan.	SHANGHAI & N. CHINA.
TJISONDARI	DALNY	4th Jan.	5th Jan.	BATAVIA.

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AND BREMEN

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Arrivals from Europe.

S.S. "ROEFAT" ... about 23rd December, 1922.

S.S. "SCHIEDYK" ... about 19th January, 1923.

Sailings to Europe.

Steamers	For	Sailing on or about
"OLDEKERK"	Amsterdam, Rotterdam, Hamburg & Bremen	6th Jan.
"ROEFAT"	Rotterdam, Amsterdam, Hamburg & Bremen	Begin. Feb.

For full particulars please apply to—

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"ELLERMAN" LINE

ELLERMAN & BUCKNALL S.S. CO., LTD.

UNITED KINGDOM & CONTINENT SERVICE.

OUTWARDS.

"CITY OF YORK" ... 2nd Dec. ... Shanghai, Kobe & Yokohama.

HOMEWARDS.

"CITY OF PARIS" ... 23rd Dec. ... Marseilles, London & Rotterdam.

PASSENGER SERVICE.

"CITY OF PARIS" ... 23rd Dec. ... Marseilles & London.
 "CITY OF YORK" ... 14th Feb. ... Marseilles & London.
 "CITY OF RIMLA" ... mid. March ... Marseilles & London.
 "CITY OF POONA" ... mid. April ... Marseilles & London.

Subject to change without notice.

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"CALCHAS" ... via Suez Canal ... 24th Dec. ...
 "MACHAON" ... via Suez Canal ... 14th Jan. ...
 "CITY OF DUNKIRK" ... via Suez Canal ... 24th Jan. ...
 "NINGCHOW" ... via Suez Canal ... 5th Feb. ...

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

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M. SERVICES CONTRACTUELS M.
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ANDRE LEBON	24th Nov.	24th Dec.	24th Jan. 1923.
AMBORE	1st Dec.	5th Jan.	13th Feb.
COROLLIERE	15th Dec.	19th Jan.	20th Feb.
ANGKOR	29th Dec.	2nd Feb.	6th March.

RATES OF PASSAGE MONEY, IN FORCE FOR THE PRESENT, TO MARSEILLES.

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 Saloons and excellent cuisine.

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SWATOW, AMOY & FOOCHOW

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HAIPHONG	Capt. J. B. Thomson	Wednesday, 27th Dec., at 1 p.m.
HAIPHONG	Capt. Ellis Walker	Friday, 29th Dec., at 12 Noon.

* Calling at Amoy for Passengers only.

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PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

SS	Tons	From Hongkong (about)	Destination
"SIOLIA"	6,700	22nd Dec. noon	Singapore, Penang, Colombo & Bombay
"KASHGAR"	6,000	27th Dec. 11 a.m.	Bombay, Mar. 1. d.m. & A'warp
"NAGPORE"	5,300	10th Jan. 1923	Singapore, Colombo & Bombay
"PIASSY"	7,200	10th Jan.	Marseilles, London & Antwerp
"BOUDAN"	6,700	18th Jan.	Singapore, Penang, Colombo & Bombay
"BARDENIA"	6,500	24th Jan.	Marseilles, London & Antwerp
"NELLORE"	6,800	7th Feb.	do.
"DELTA"	8,000	7th Feb.	do.
"SIOLIA"	6,700	18th Feb.	Singapore, Penang, Colombo & Bombay
"KASHGAR"	6,000	27th Feb.	Bombay, Mar. 1. d.m. & A'warp
"NAGPORE"	5,300	10th Mar.	Singapore, Colombo & Bombay
"PIASSY"	7,200	10th Mar.	Marseilles, London & Antwerp
"BOUDAN"	6,700	18th Apr.	do.
"BARDENIA"	6,500	24th Apr.	do.
"NELLORE"	6,800	7th May	do.
"DELTA"	8,000	7th May	do.
"SIOLIA"	6,700	18th May	do.
"KASHGAR"	6,000	27th May	do.
"NAGPORE"	5,300	10th Jun.	do.

BRITISH INDIA - APCAR SAILINGS

"JAPAN"	8,000	3rd Jan.	Singapore, Penang & Calcutta.
"TANDA"	7,000	15th Jan.	Singapore, Penang & Calcutta.

EASTERN & AUSTRALIAN SAILINGS (South)

"ANAFUHA"	8,000	3rd Jan.	Manila, Tawao, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
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Frequent connections from Australia with the following—
 The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Valparaiso, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
 The P. & O. Branch Service of Steamers to London via the Cape.
 The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILING TO SHANGHAI & JAPAN

"BARDENIA"	7,000	22nd Dec. D.L.	Shanghai, Moji, Kobe, Yokohama.
"NELLORE"	6,800	30th Dec.	Shanghai & Japan.
"GREGORY APCAR"	4,650	2nd Jan.	Amoy, Shanghai & Moji.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

* Passengers for Hongkong must carry their own Hotel expenses at Singapore while await in the on carrying steamer.
 First Saloon Passengers may travel by R.M.S. Company's Steamers between Singapore and Calcutta or Singapore and Madras in box of the section of their P. & O. Tickets Singapore to Colombo.

All Carries are fitted with Electric Fans free of charge.
 Excess baggage and more than 21 lbs. x 11 lbs. is received at the Company's Office up to 1000 on the day previous to sailing.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.,
 22, Des Voeux Road Central HONGKONG. Agents.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON
 and
 NEW YORK

SS "GOTHIC PRINCE" ... 7th January, 1923.
 SS "MOORISH PRINCE" ... Beginning of February, 1923.

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED.

Telephone: Central 5195
 Telegrams: (Furness) Ltd.

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION
 LONDON, HAMBURG, ROTTERDAM, ANTWERP & MARSEILLES—
 Monthly direct service via Singapore and Port Said.

Buenos Aires, Rio de Janeiro, Santos, Durban & Cape Town via Haiphong & Singapore. PASSENGER SERVICE.
 "MEXICO MARU" ... Wednesday, 10th Jan. 1923.

BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE.
 "ANDER MARU" ... Monday, 25th Dec.
 "HAWAIIAN MARU" ... Friday, 28th Dec.

HAIPHONG, BANGKOK & SINGAPORE—Regular monthly Passenger Service.
 "BUBBO MARU" ... Monday, 1st Jan. 1923.

CALCUTTA & SINGAPORE & RANGOON.
 "MALAY MARU" ... Friday, 12th Jan.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—via Dairen—Taking cargo to OVERLAND PORTS U.S.A. & CANADA—Passenger Service.
 "ALABAMA MARU" (omitting Shanghai) ... Friday, 22nd Dec.

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco, Panama and Colon Ports.
 "ALASKA MARU" ... Monday, 22nd Jan.

NEW ORLEANS LINE via SUEZ.
 JAPAN PORTS—Kobe & Yokohama.
 "KELUNG" & "SWATOW" & "AMOY"—These Steamers have excellent accommodation for 1st and 2nd class saloon passengers.
 "KAIJO MARU" ... Monday, 25th Dec.
 "TAKAO" & "SWATOW" & "AMOY".
 "BOHBU MARU" ... Thursday, 28th Dec. 8 a.m.

For sailing dates and further particulars please apply to—

K. SHIMA, Manager.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS.

For	Steamers	To Sail
SHANGHAI & TIENTSIN	"CHIHIL"	On 22nd Dec. Noon.
SHANGHAI & TIENTSIN	"SZEBOHUE"	On 23rd Dec. D.L.
SHANGHAI	"KANSU"	On 23rd Dec. Noon.
WAIHAIWAI, CHEFOO & DALNY	"HUPH"	On 23rd Dec. 4 p.m.
SWATOW & SINGAPORE	"KAYING"	On 28th Dec. 10 a.m.
HAIPHONG	"TEAN"	On 28th Dec. 10 a.m.
SWATOW & BANGKOK	"KIANGSU"	On 28th Dec. 10 a.m.
SHANGHAI	"CHUSAN"	On 28th Dec. 4 p.m.
AMOY & SHANGHAI	"YINGCHOW"	On 29th Dec. D.L.
HOHAY & SINGAPORE	"CHINHA"	On 29th Dec. 10 a.m.
SHANGHAI & TIENTSIN	"SINKIANG"	On 30th Dec. D.L.
HOHAY, FAKHOI & HAIPHONG	"YUNWAN"	On 30th Dec. 10 a.m.

Excellent Saloon accommodation and ships, with Electric Fans fitted. Regular Schedule service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (extending to Pukow), Tuesdays and Saturdays (extending to Tientsin), and Thursdays (via Amoy). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woonung.

BANGKOK LINE.—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single berth cabins.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE
 (JOHN SWIRE & SONS, LTD.)
 Agents.

CARGO & PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE (JOHN SWIRE & SONS, LTD.)

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATIONS.

Steamer	Arr. Hongkong from Australia	Leave H'kong for Sandakan, Manila & Australian Port.
"CHANGSHA"	8th Dec.	5th Jan., 4 p.m.

This Steamer is fitted with Refrigerating Machinery, carrying a plentiful supply of Ice from Swatow, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the Deck Rooms. A fully qualified Doctor is carried. Reduced Fares! Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For freight and passage apply to—

BUTTERFIELD & SWIRE
 (JOHN SWIRE & SONS, LTD.) Agents.

Telephone Central No. 24.

DODWELL & CO., LIMITED.

REGULAR SAILINGS TO NEW YORK & BOSTON

For NEW YORK & BOSTON via SUEZ

"WEAY CASTLE" ... sailing on or about 23rd December.
 "BOWEN CASTLE" ... sailing on or about Middle January.

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

Fiume having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR SHANGHAI.

"FIUME" ... sailing on or about 10th January.

FOR BRINDISI, VENICE & TRIESTE

"NIPPON" ... sailing on or about 23rd December.
 "FIUME" ... sailing second half of January.

Passengers' Luggage can be insured at the Office of the Agents.

NATAL LINE OF STEAMERS.

From CALCUTTA to SOUTH AFRICAN PORTS

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED.

Agents.

PACIFIC MAIL S.S. CO.,

MANAGING AGENTS.

U.S. SHIPPING BOARD EMERGENCY

FLEET CORPORATION.

TRANS-PACIFIC SERVICE

Freight and Passengers

Fare to European Ports U.S. \$68.50 First Class

Through

AMERICAN STEAMERS

SAN FRANCISCO via SHANGHAI, KOBE, YOKOHAMA and HONOLULU.

"PRESIDENT LINCOLN" ... Leaves Hongkong ... Arrives San Francisco
 "PRESIDENT TAFT" ... Dec. 28th ... Jan. 20th, 1923
 "PRESIDENT CLEVELAND" ... Dec. 30th ... Jan. 24th, 1923
 "PRESIDENT CLEVELAND" ... Jan. 2nd, 1923 ... Feb. 15th, 1923

This steamer proceeds homeward via Manila and thence direct to Shanghai and other ports.

Sailings and Fares Subject to change without Notice.

HONGKONG-MANILA SERVICE

Leaves Hongkong ... Arrives Manila

"PRESIDENT LINCOLN" ... Dec. 28th ... Dec. 28th
 "PRESIDENT TAFT" ... Dec. 30th ... Jan. 1st, 1923
 "PRESIDENT CLEVELAND" ... Jan. 1st, 1923 ... Jan. 17th, 1923

HONGKONG-CALCUTTA SERVICE

Leaves Hongkong ... Arrives Calcutta

"JACOB" ... Dec. 25th

TAMPA: INTER-OCEAN S.S. CO.

For SAVANNA, GALVESTON, NEW ORLEANS, MOBILE, TAMPA, BALTIMORE & NEW YORK.

"JADEN" ... Jan. 4th, 1923
 "DREYER" ... Jan. 8th, 1923
 "REYFORD" ... Feb. 24th, 1923

For full information regarding rates, etc., apply to—

PACIFIC MAIL S.S. CO.

Telephone Central 141. Cable Address "HOLAFEO" Union Building, Hongkong.

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